

Centennial Corridor Project

City of Bakersfield and Kern County, CA

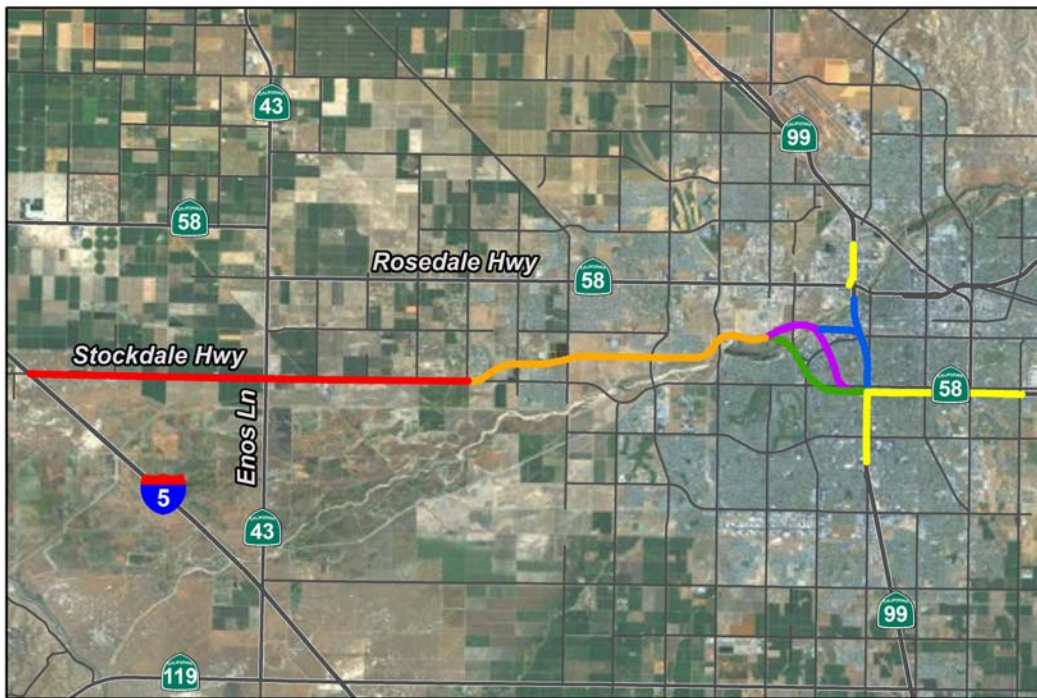
District 06 - KER – 58 - PM T31.7 to PM R55.6

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Historical Resources Evaluation Report



January 2013

(Revised March 2014)

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HISTORICAL RESOURCES EVALUATION REPORT

Centennial Corridor Project Bakersfield, Kern County, California

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EA 06-48460
D06-KER-58 PM T31.7 to PM R55.6
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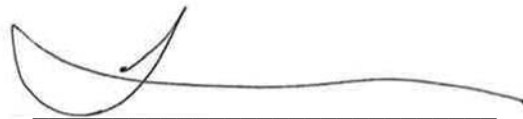
Jeanne Binning, Ph.D.
Branch Chief
Central California Cultural Resources Branch
855 M Street, Suite 200
Fresno, CA 93721

Philip Vallejo
PQS Architectural History
Central California Cultural Resources Branch
855 M Street, Suite 200
Fresno, CA 93721

Prepared By:



Rand F. Herbert, Historian
JRP Historical Consulting, LLC
2850 Spafford Street
Davis, CA 95618



Toni Webb, Architectural Historian
JRP Historical Consulting, LLC
2850 Spafford Street
Davis, CA 95618

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SUMMARY OF FINDINGS

The California Department of Transportation (Caltrans), in cooperation with the City of Bakersfield and Kern County propose to establish a new alignment for State Route 58, which would provide a continuous route along State Route 58 from Cottonwood Road on existing State Route 58, east of State Route 99 (post mile R55.6), to Interstate 5 (I-5) (post mile T31.7). Improvements to State Route 99 (post miles 21.2 to 26.2) and Westside Parkway would also be made to accommodate the connection with State Route 58. Caltrans is the lead agency under the National Environmental Policy Act and California Environmental Quality Act.

JRP Historical Consulting, LLC prepared this Historical Resources Evaluation Report to evaluate historic-era buildings, structures, and objects within the architectural history Area of Potential Effects for the proposed Centennial Corridor Project, Kern County, California. The purpose of this document is to comply with applicable sections of the National Historic Preservation Act and the implementing regulations of the Advisory Council on Historic Preservation as these pertain to federally funded undertakings and their impacts on historic properties. The properties have also been evaluated in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code. This Historical Resources Evaluation Report has been prepared in accordance with the January 1, 2004, *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (Section 106 Programmatic Agreement).

The Area of Potential Effects contains 639 buildings or groups of buildings and structures that required formal evaluations. Over 70 percent of these historic-era resources included similar or nearly identical residences built in planned subdivisions or tracts during a defined period and were assigned one map reference number for the entire tract. Therefore, the 639 survey population resources were documented on 169 California Department of Parks and Recreation 523 forms. All of the survey population resources are within Kern County and were constructed in or before 1978. Four historic properties (described below) located within the Area of Potential Effects have been determined or appear eligible for the National Register of Historic Places (National Register) and California Register of Historical Resources (California Register).

The Lester H. Houchin residence and its associated detached garage (Map Reference No. 05-04) at 307 South Oleander Avenue appear eligible at the local level for the National Register and California Register. Under National Register Criterion C (California Register Criterion 3) it is significant for its Colonial Revival architecture. The period of significance for this historic property is 1939.

Caltrans prepared the evaluation of Tract 1522 (also known as Rancho Vista, Map Reference No. 09-21) and found it eligible for the National Register and California Register. Under National Register Criterion A (California Register Criterion 1) the tract is significant for its incorporation of innovative mass-production techniques during the post-World War II period. Under National Register Criterion C (California Register Criterion 3) the tract is significant for embodying

characteristics of a housing type, period and method of construction. The tract is an important local example of a postwar subdivision comprised entirely of houses that were built using a whole-house prefabrication method. Tract 1522 is significant at the local level and has a period of significance that extends from 1950 to 1957, when the residences were constructed.

Caltrans prepared the evaluation of 3904 Marsha Street (Map Reference No. 09-21A) and found the property eligible for the National Register and California Register. Under National Register Criterion A (California Register Criterion 1) the residence is significant at the local level for its association with the Cold War and civil defense measures to survive in the event of a nuclear war. Caltrans identified the period of significance between 1956, when the residence was constructed, to 1962, the end of the period of fallout shelter construction in the United States.

The Friant-Kern Canal (Map .Reference No. 21-01), is determined eligible for the National Register and is listed in the California Register (California Register). Completed in 1951, the canal is the key component of the Central Valley Project and is significant at the state level under National Register Criterion A (California Register Criterion 1), within the context of development, construction, and operation of the Central Valley Project. The canal's period of significance is 1945 to 1951, its period of construction.

The Houchin residence, Tract 1522, the property at 3904 Marsha Street, and the Friant-Kern Canal are considered historical resources for the purposes of the California Environmental Quality Act.

None of the remaining historic-era properties formally evaluated for this project appear eligible for the National Register or California Register, and none are considered historical resources under the California Environmental Quality Act.

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1. PROJECT DESCRIPTION

1.1. Introduction

The California Department of Transportation (Caltrans) proposes to establish a new alignment for State Route 58, which would provide a continuous route along State Route 58 from Cottonwood Road (post mile R55.6) on existing State Route 58, east of State Route 99, to Interstate 5 (I-5) (post mile T31.7). Improvements to State Route 99 (post miles 21.2 to 26.2) and Westside Parkway would also be made to accommodate the connection with State Route 58.

The project is located at the southern end of the San Joaquin Valley in the city of Bakersfield in Kern County, California. The study site is bound on the east by Cottonwood Road, on the west by I-5, on the north by Gilmore Avenue, and on the south by Wilson Road. Caltrans is the lead agency for the project pursuant to the California Environmental Quality Act and the National Environmental Policy Act.

The proposed continuous route, known as the Centennial Corridor, has been divided into three segments, as shown in Figure 1.

Segment 1 is the easternmost segment, which would connect the existing State Route 58 (East) freeway to the Westside Parkway. Multiple alignment alternatives are being evaluated for this segment and are discussed below.

Segment 2 is composed of the Westside Parkway, which extends westerly from Truxtun Avenue to Heath Road. This roadway is a local facility that would be transferred into the State Highway System. The analysis evaluates potential impacts associated with incorporating the Westside Parkway as part of the State Highway System, as well as improvements to the Westside Parkway from Truxtun Avenue to the Calloway Drive interchange which would be made to facilitate traffic operations between the Westside Parkway and the Centennial Corridor. The analysis reports the relevant results of the *Westside Parkway Environmental Assessment/Final Environmental Impact Report* and provides updates, as necessary.

Segment 3 would extend from Heath Road to I-5. This segment will need a temporary route adoption for the use of Stockdale Highway between Heath Road and I-5 as an interim alignment for State Route 58. A future new alignment (ultimate) as identified in the 2002 *Route 58 Route Adoption Project Tier I Environmental Impact Statement/Environmental Impact Report* (EIS/EIR) will be constructed when there is greater traffic demand and funding is available. Since traffic would use Stockdale Highway between Heath Road and I-5 on an interim basis, the potential impacts will also be evaluated for the interim use of Stockdale Highway. Improvements to the Stockdale Highway/State Route 43 (known locally as Enos Lane) intersection would be made to accommodate the additional traffic.

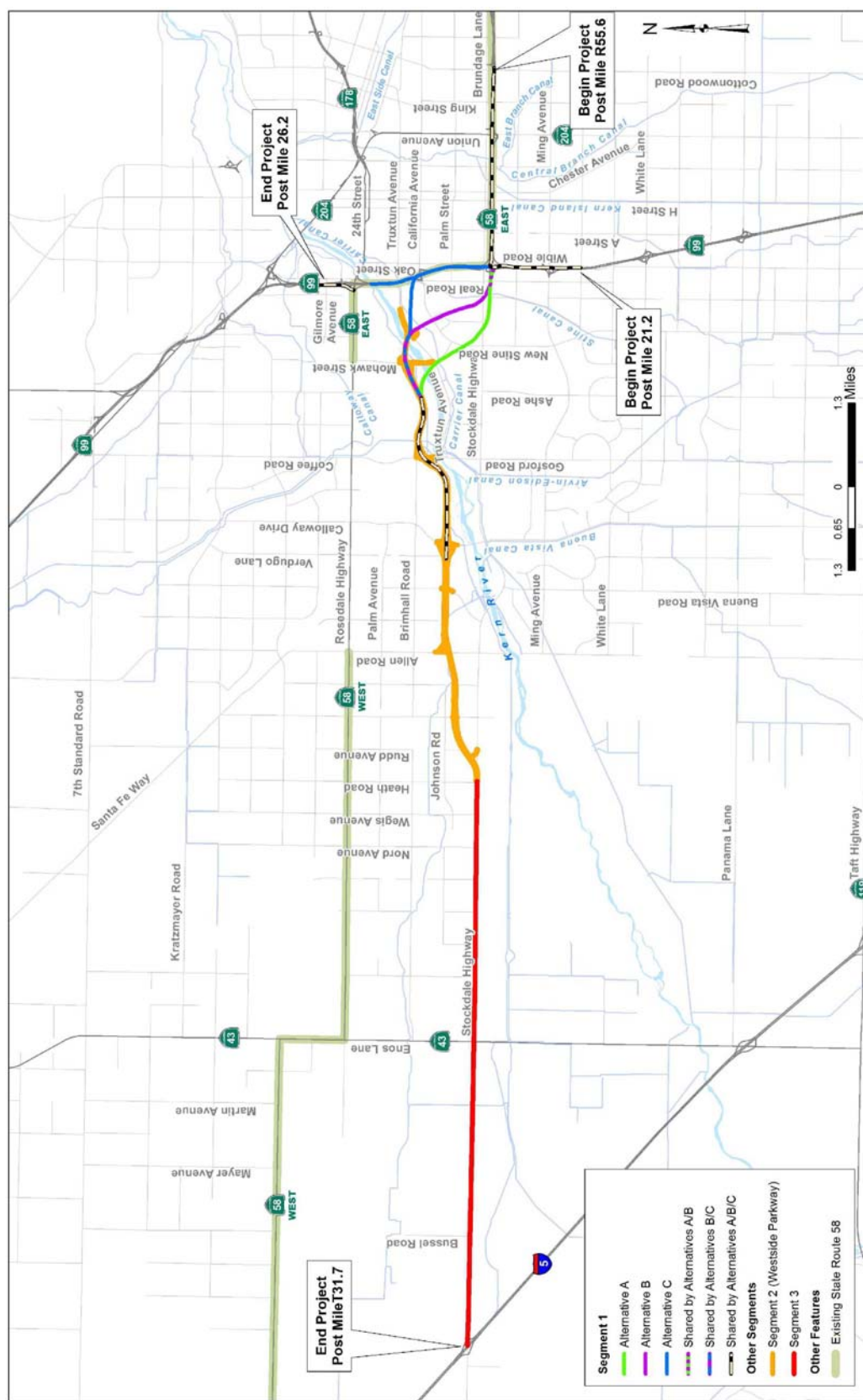


Figure 1: Segments of the Centennial Corridor

1.2. Purpose and Need

The purpose of the Centennial Corridor project is to provide route continuity and associated traffic congestion relief along State Route 58 within Metropolitan Bakersfield and Kern County from the State Route 58 east (from Cottonwood Road) to I-5.

State Route 58 is a critical link in the state transportation network that is used by interstate travelers, commuters, and a large number of trucks. Under existing conditions, State Route 58 does not meet the capacity needs of the area, and this is expected to get worse as the population grows. State Route 58 lacks continuity in central Bakersfield, which results in severe traffic congestion and reduced levels of service on adjoining highways and local streets. This route is offset by about 1 mile at State Route 43 and by about 2 miles at State Route 99. The merging of two major state routes (58 and 99) into one alignment between the eastern and western legs of State Route 58 degrades the traffic level of service on this segment of freeway. In addition, State Route 99's close spacing for its two interchanges with State Route 58 (East and West), in addition to an interchange at California Avenue, results in vehicles aggressively changing lanes, which adds to the congestion.

1.3. Description

The project alternatives include three build alternatives and a No-Build Alternative .

1.3.1. No-Build Alternative

No construction of Segment 1 would occur under the No-Build Alternative. In addition, no improvements to the Westside Parkway from Truxtun Avenue to the Calloway Drive interchange would be required. There would also be no improvements made to the Stockdale Highway/State Route 43 intersection. The No-Build Alternative would involve the following actions: (1) the Westside Parkway would be route adopted into the State Highway System; (2) the portion of Mohawk Street from the Westside Parkway to Rosedale Highway would be designated as part of State Route 58, which would provide a connection to State Route 99; (3) Stockdale Highway between Heath Road and Interstate 5 would serve as an interim alignment for State Route 58 until ultimate improvements are constructed; and (4) the portion of State Route 58 (West) from Allen Road to Interstate 5 would be relinquished to the local jurisdictions as a local facility.

1.3.2. Build Alternatives

As shown in Figure 2, the three build alternatives (Alternatives A, B, and C) within Segment 1 propose new alignments that would extend from Cottonwood Road on the existing State Route 58 (East) and connect I-5 via the Westside Parkway. Alternatives A and B would be west of State Route 99, and Alternative C would parallel State Route 99 to the west. Under Alternative A, the eastern end of the Westside Parkway mainline would be realigned to conform to the Alternative A alignment, and ramp connections would be provided to the Mohawk Street interchange. Under Alternatives B and C, the alignments would connect to the Westside Parkway by extending the mainline lanes built as part of the Westside Parkway project. Detailed descriptions of the alternatives are provided on the following subsections.

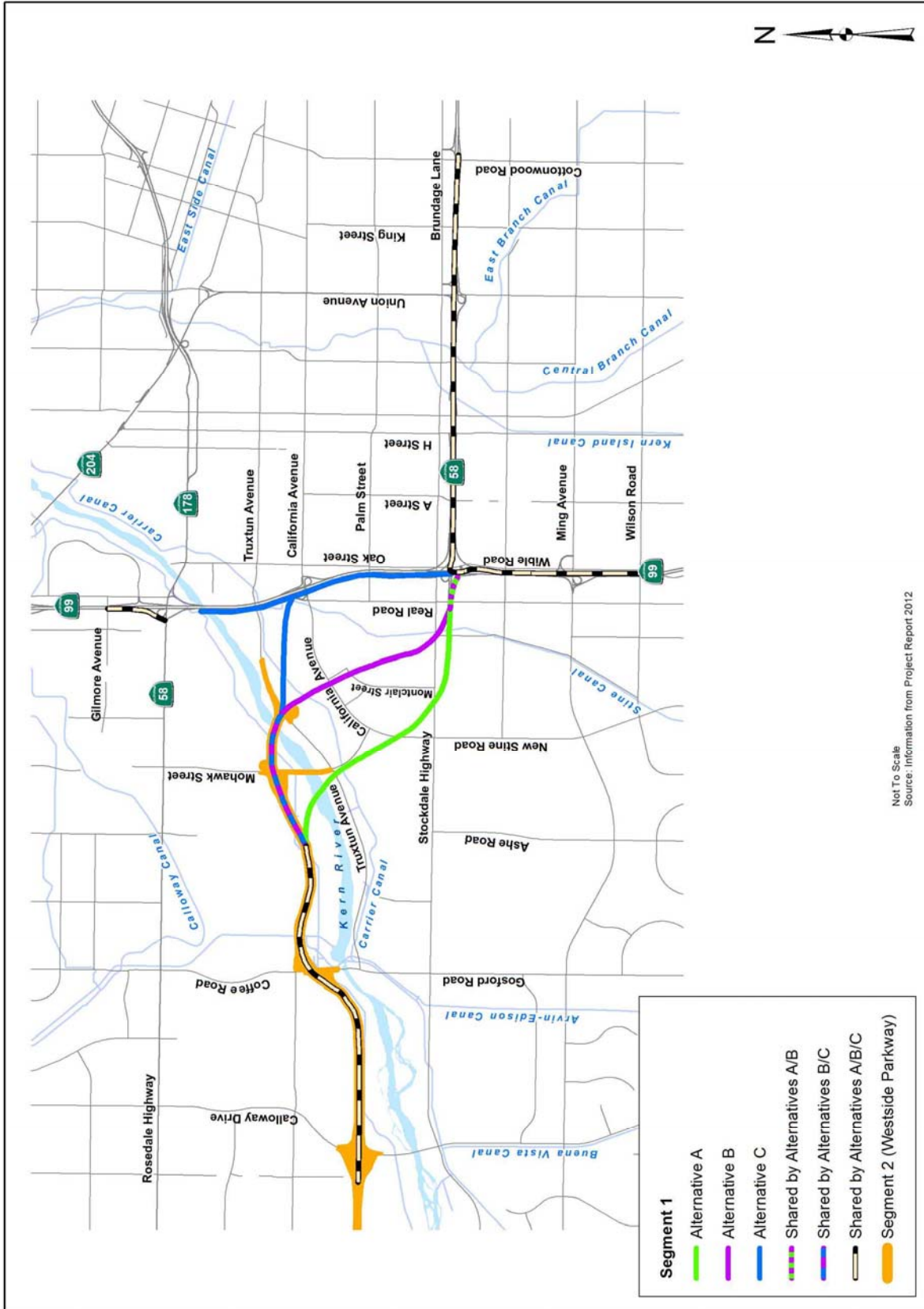


Figure 2: Segment 1 of Centennial Corridor

Common Design Features of the Build Alternatives

The build alternatives would connect State Route 58 (East) to the east end of the Westside Parkway by means of a six-lane freeway. All the build alternatives would involve a route adoption to include the selected Segment 1 alignment and the Westside Parkway into the State Highway System as State Route 58. In Segment 3, there would be a temporary route adoption of Stockdale Highway as the interim State Route 58 connection to Interstate 5 until the ultimate alignment (the Cross Valley Canal alignment addressed in the 2001 EIS/EIR) is constructed, which would occur at a later date. Though the alignment and design characteristics vary by alternative, the three build alternatives have the following common design features:

Segment 1

All the alternatives would provide the following connections between State Route 58 and State Route 99 using high-speed connection ramps:

- Northbound State Route 99 to westbound Centennial Corridor
- Northbound State Route 99 to eastbound State Route 58 (East)
- Southbound State Route 99 to eastbound State Route 58 (East)
- Eastbound Centennial Corridor to southbound State Route 99
- Westbound State Route 58 (East) to southbound and northbound State Route 99

Direct connector ramps from southbound State Route 99 to westbound State Route 58 are not being provided as part of this project. However, to accommodate this movement, the southbound State Route 99/Rosedale Highway off-ramp would have two lanes off the freeway and be widened to four lanes at the intersection with Rosedale Highway. Additionally, an auxiliary lane would be provided on State Route 99 from south of Gilmore Avenue to the State Route 58 (Rosedale Highway) off-ramp. Direct connector ramps from eastbound State Route 58 to northbound State Route 99 are not being provided as part of this project.

The project would require the widening of the South P Street Undercrossing and the westbound State Route 58 Grade Separation over State Route 99. In addition, the Stockdale Highway off-ramp from southbound State Route 99 and the Wible Road on- and off-ramps on State Route 99, located just south of the existing State Route 58/State Route 99 interchange, would be removed.

Segment 2

The Westside Parkway would be incorporated into the State Highway System with each of the Build Alternatives. Improvements to connect Centennial Corridor to the Westside Parkway would extend from where each build alternative connects at the eastern end of the Westside Parkway towards the west, ending at the Calloway Drive interchange. The proposed improvements would widen the Westside Parkway by constructing one additional lane in the median to provide auxiliary lanes. In the westbound direction, the median widening would extend from east of the Friant-Kern Canal through the Calloway Drive interchange. The limits of the added lane in the eastbound direction would differ between each alternative, as described in the Unique Design Features of the Build Alternatives section below. With each build alternative,

modifications to the westbound diamond off-ramp to Calloway Drive and the eastbound loop on-ramp from Coffee Drive would be required.

Though the improvements described above are physically located in Segment 2, construction would be undertaken as part of Segment 1 construction to facilitate traffic operations between the Westside Parkway and the Centennial Corridor.

Segment 3

With each build alternative, the Stockdale Highway/State Route 43 intersection would be widened and traffic signals would be added to control the traffic movements. State Route 43 would be widened to add a dedicated left-turn lane in both directions. Stockdale Highway would be widened to add a dedicated left-turn lane and a shared through/right-turn lane in both directions. Though physically located in Segment 3, these improvements would be built as part of Segment 1 to ensure adequate traffic operations at this intersection.

1.3.2.1. Unique Design Features of the Build Alternatives

Alternative A

Alternative A would travel westerly from the existing State Route 58/State Route 99 interchange for about 1 mile, south of Stockdale Highway, where it would turn northwesterly and go over Stockdale Highway/Montclair Street, California Avenue/Lennox Avenue, Truxtun Avenue, and the Kern River before joining the eastern end of the Westside Parkway near the Mohawk Street interchange.

A link would be provided from northbound State Route 99 to westbound State Route 58 and from eastbound State Route 58 to southbound State Route 99 via high-speed connectors. No direct connector ramps would be built from southbound State Route 99 to westbound State Route 58 or from eastbound State Route 58 to northbound State Route 99. Southbound State Route 99 would be widened to accommodate the additional traffic from eastbound State Route 58 to the southbound State Route 99 connector. The existing westbound State Route 58 to southbound State Route 99 loop-ramp connector would be realigned and would connect to the proposed eastbound State Route 58 to southbound State Route 99 connector before merging onto southbound State Route 99. The existing southbound State Route 99 to eastbound State Route 58 connector and northbound State Route 99 to eastbound State Route 58 would be preserved with some changes.

The limits of widening on State Route 99 would extend to the Wilson Road overcrossing. On northbound State Route 99, a three-lane exit would be provided just north of Wilson Road to carry the northbound State Route 99 to westbound State Route 58 traffic on two lanes and the Ming Avenue on- and off-ramp traffic on the third lane. All ramps in this area would have to be realigned to provide for the additional lanes. The Wible Road on- and off-ramps just south of the existing State Route 58/State Route 99 interchange, which is in conflict with the Caltrans standards of interchange spacing, would have to be removed to accommodate this design. The Stockdale Highway off-ramp on the southbound State Route 99 to eastbound State Route 58 connector would be removed as well. Under this concept, State Route 58 would also lose its link with Real Road. Also, Alternative A would provide an auxiliary lane on southbound State Route 99 from south of Gilmore Avenue to the Rosedale Highway off-ramp.

The median widening to provide an auxiliary lane along the Westside Parkway would extend westerly from the connection point with Centennial Corridor between Coffee Road and Mohawk Street to the Coffee Road off-ramp.

Other features with this alternative include (1) the construction of 19 soundwalls; (2) the construction of a park and ride facility off Mohawk Street, between California Avenue and Truxtun Avenue, to replace the facility that would be displaced by the project; (3) 7 infiltration basins, which would be placed throughout the study area to retain stormwater runoff for water quality improvement purposes; and (4) 48 retaining walls of varying sizes located throughout the study area.

Alternative B

Alternative B would run westerly from the existing State Route 58/State Route 99 interchange for about 1,000 feet, south of Stockdale Highway, where it would turn northwesterly and span Stockdale Highway/Stine Road, California Avenue, Commerce Drive, Truxtun Avenue, and the Kern River before joining the east end of Westside Parkway between the Mohawk Street and Coffee Road interchanges. This alignment would depress State Route 58 between California Avenue and Ford Avenue. Overcrossings are proposed at Marella Way and La Mirada Drive to ease traffic circulation.

Alternative B proposes the same connections to State Route 99 that Alternative A does and would require similar improvements on State Route 99 and existing State Route 58.

The median widening to provide an auxiliary lane along the Westside Parkway would extend westerly from the connection point with Centennial Corridor between Coffee Road and Mohawk Street to the Coffee Road off-ramp. Modifications would be required to the eastbound Mohawk Street off-ramp, westbound Truxtun Avenue on-ramp, and the eastbound Mohawk Street loop on-ramp. In addition, construction of the proposed westbound Mohawk Street off-ramp and realignment of the Cross Valley Canal maintenance access road from Mohawk Street would be required.

Other features with this alternative include (1) the construction of 24 soundwalls; (2) the construction of a park and ride facility north of California Avenue, next to the Centennial Corridor, to replace the facility that would be displaced by the project; (3) 8 infiltration basins that would be placed throughout the study area to retain stormwater runoff for water quality improvement purposes; and (4) 42 retaining walls of varying sizes located throughout the study area.

Alternative C

Near the existing State Route 58/State Route 99 interchange, Alternative C would turn north and run parallel to the west of State Route 99 for about 1 mile. The freeway would turn west and span the BNSF Railway rail yard, Truxtun Avenue, and the Kern River. This alternative proposes undercrossings at Brundage Lane, Oak Street, State Route 99, Palm Avenue, and California Avenue.

Connections would be provided from eastbound State Route 58 to southbound State Route 99 and from northbound State Route 99 to westbound State Route 58. The existing westbound State

Route 58 to southbound State Route 99 loop-ramp connector would connect to the proposed eastbound State Route 58 to southbound State Route 99 connector before merging onto southbound State Route 99. The southbound State Route 99 Ming Avenue off-ramp would be relocated north of the eastbound State Route 58 to southbound State Route 99 connector to facilitate weaving between the Ming Avenue off-ramp and the eastbound State Route 58 to southbound State Route 99 connector traffic. A connector would be provided east of northbound State Route 99 from Brundage Lane to south of California Avenue to facilitate weaving between westbound State Route 58 to northbound State Route 99 traffic with northbound State Route 99 to westbound State Route 58 traffic.

Improvements on State Route 99 would extend from the Wilson Road overcrossing (south of the State Route 58/State Route 99 interchange) to the Gilmore Avenue overcrossing (north of the State Route 58/State Route 99 interchange). A collector-distributor (C-D) road system would provide access from westbound State Route 58 to northbound State Route 99, as well as from northbound State Route 99 to westbound State Route 58. The Wible Road on- and off-ramps just south of the existing State Route 58/State Route 99 interchange would have to be removed to accommodate the northbound State Route 99 auxiliary lane. The Stockdale Highway off-ramp on the southbound State Route 99 to eastbound State Route 58 connector would be removed as well. Under this concept, southbound State Route 99 would also lose its link with Real Road.

The median widening to provide an auxiliary lane along Westside Parkway would extend westerly from the connection point with Centennial Corridor between Coffee Road and Mohawk Street to the Coffee Road off-ramp. Modifications would be required to the eastbound Mohawk Street off-ramp, westbound Truxtun Avenue on-ramp, and the eastbound Mohawk Street loop on-ramp. In addition, construction of the proposed westbound Mohawk Street off-ramp and realignment of the Cross Valley Canal maintenance access road from Mohawk Street would be required.

Other features with this alternative include (1) the construction of 17 soundwalls; (2) the construction of a park and ride facility at Real Road and Chester Lane to replace the facility that would be displaced by the project; (3) 11 infiltration basins that would be placed throughout the study area to retain stormwater runoff for water quality improvement purposes; and (4) 42 retaining walls of varying sizes located throughout the study area.

2. RESEARCH AND FIELD SURVEY METHODS

JRP Historical Consulting, LLC (JRP) developed the original Area of Potential Effects for architectural and historical resources for this project in April 2008 in consultation with the California Department of Transportation (Caltrans). The architectural history Area of Potential Effects was revised in October 2009, November 2010, June 2012, and January 2013 to address project changes. Caltrans Professionally Qualified Staff (PQS) Phillip Vallejo approved the Area of Potential Effects methodology in December 2011. Consistent with Caltrans policies and general cultural resource practices, the Area of Potential Effects encompassed areas that might be either directly or indirectly affected by construction such as areas within which the project could cause a change in character or use of historic properties. As defined, the Area of Potential Effects is based on the following criteria:

- 1) Where the proposed right-of-way crosses larger, vacant parcels, the Area of Potential Effects is set to the proposed right-of-way.
- 2) Where there are proposed cul-de-sacs, the Area of Potential Effects is generally set one parcel deep on all sides of the proposed cul-de-sac.
- 3) Where a building or complex is located on more than one parcel, the Area of Potential Effects is generally set to include the entirety of all associated parcels.
- 4) Where there are full property takes, the Area of Potential Effects is generally extended one parcel beyond the take to account for potential visual or other indirect effects.
- 5) At locations where there is only potential for indirect effects (no property takes) and the visual characteristics of that area will remain the same, the Area of Potential Effects was set to the proposed right-of-way.
- 6) Where soundwalls are proposed, the Area of Potential Effects is set more than one parcel deep to account for potential visual or other indirect effects.
- 7) Where the alternative has a raised or elevated section, the Area of Potential Effects is set more than one parcel deep to account for potential visual or other indirect effects.
- 8) Where there is proposed new alignment that bisects residential, commercial and industrial areas, the Area of Potential Effects is generally set more than one parcel deep to account for potential visual or other indirect effects to neighborhood.
- 9) At locations where there are new structures or where existing structures will be widened, the Area of Potential Effects is generally set one parcel beyond the proposed right-of-way to account for potential visual or other indirect effects.

Only those resources within the architectural Area of Potential Effects line were included in the survey.

While the Secretary of Interior sets the standard guidelines for review of potential National Register-eligible buildings, structures, or features that are 50 years of age or older, this age limit has been shortened to include resources constructed in 1978 or before (as required by the project) to account for lead-time between preparation of environmental documents and potential

construction of the selected alternative. Once the Area of Potential Effects was defined, JRP staff conducted a reconnaissance survey of the area to account in the field for all buildings, structures, and objects found within the Area of Potential Effects. Additional background research was done through First American Real Estate Solutions commercial database; review of historic and current United States Geological Survey topographic maps; Kern County Assessor records; and other documents to confirm dates of construction. This field reconnaissance and preliminary research helped to determine which resources appeared to be built in or before 1978. JRP architectural historians then utilized Attachment 4 (Properties Exempt from Evaluation) of the Section 106 Programmatic Agreement to determine which resources built in or before 1978 demonstrated little to no potential to meet National Register criteria and would therefore be exempt from further study. These property types generally consisted of ubiquitous buildings such as gas stations; convenience stores; metal and concrete warehouses; tract houses constructed within the last 45 years (Exempted Property Type 4); buildings and structures constructed in or before 1978 that have been heavily altered (Exempted Property Type 3 or 6); and buildings and structures built in or after 1978 (Exempted Property Type 2).

The historical overview (Chapter 3) for this report used two previous reports: Thomas Roads Improvement Project Historic Context Statement, completed by Caprice D. (Kip) Harper and Francesca Smith in December 2007 for Thomas Roads Improvement Project, and “Historic Architectural Survey Report, Tier 1, for Route Adoption on Route 58, Between I-5 and State Route 99 in Kern County,” completed by JRP in June 1995 for Caltrans. Additional research on the historic themes (transportation, oil, irrigation, community settlement and development) and historic-era properties was conducted in both archival and published records including the California State Archives and Library; Bancroft Library (University of California, Berkeley); Shields Library (University of California, Davis); the Maps and Plans offices at Caltrans District 6 (Fresno); Caltrans Transportation Library and History Center (Sacramento); Kern County Museum (Bakersfield); Beale Memorial Library (Bakersfield); California Geological Survey Library; District 4 offices (Bakersfield) of the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources; and the offices of the Kern County Assessor and Recorder. JRP also reviewed the California Historical Resources Information System, California Historical Landmarks and Points of Historical Interest publications and updates, and National Register, California Register of Historical Resources (California Register), and local register listings.

Robert A. Schiffman, M.A., conducted a records search at the Southern San Joaquin Valley Information Center at California State University, Bakersfield in May and June 2007. Additionally, BonTerra Consulting conducted an updated records search in August 2009. Both searches included review of the Southern San Joaquin Valley Information Center data maps, historic-period maps, and literature for Kern County. Additionally, JRP independently reviewed previous cultural resources reports, the California Historical Resources Information System directory (dated May 2010), historic-period maps, aerial photography, local and state level historical resource lists and directories. As a result, 35 previously evaluated resources were identified within the project Area of Potential Effects.

One resource—the Friant-Kern Canal (Map Reference No. 21-01)—was previously determined eligible for the National Register. Seven resources have been demolished or fall under one of the six property types exempt from evaluation (Attachment 4 of the Section 106 Programmatic

Agreement); 23 resources were previously determined ineligible for the National Register and did not require further study for this project. The remaining four resources, also previously determined not eligible for the National Register, were documented on California Department of Parks and Recreation 523 forms to address their potential to contribute to the significance of potential districts. Lastly, review of the Caltrans historic bridge inventory (October 2011) identified 32 state-owned highway bridges constructed before 1978 are within the project limits; however, all are listed as Category 5 (not eligible for listing in the National Register or California Register).

JRP conducted fieldwork in April and May 2008, June 2009, July, October and December 2011, and December 2012. Caltrans utilized the fieldwork conducted by JRP for the documentation of Tract 1522 (Map Reference No. 09-21) and based its evaluation on the historic context for this post-World War II housing tract that was prepared by JRP.

Letters informing interested parties of this project were sent to area planning agencies, local governments, historical societies, and museums in August 2009. Copies of the transmittal letters are included in Appendix C. One comment was received: Gilbert Gia from the Kern County Historical Society responded via a phone call on September 4, 2009. Mr. Gia recounted that he had recently received information on historic resources from the Southern San Joaquin Valley Information Center that included data from architectural surveys conducted by Chris Brewer for the City of Bakersfield in 1984, 1985, 1988, and 1989. He also noted the Garnsey Area may have potential effects from project Alternative B, and that the Westpark neighborhood, which includes the Westpark Homeowners Association, contains architect-designed homes.

Maps depicting the project location and vicinity (Map 1), as well as the project Area of Potential Effects (Map 2), are found in Appendix A. The historic-era resources formally evaluated for this project are identified on the Area of Potential Effects map with a reference number consisting of the sheet number (Sheet 2.1 through 2.27) and corresponding map reference number. Resources that appear on Area of Potential Effects map Sheet 2.1, for example, have been assigned Map Reference Nos. 01-01, 01-02, Historic resources that included similar or nearly identical residences built in subdivisions or planned tracts during a defined period were assigned one map reference number for the entire tract. These groupings of historic-era buildings generally consist of post-World War II housing tracts designed or developed by a single person or company. Houses within postwar residential tracts built by multiple firms and/or that do not exhibit architectural cohesiveness were documented on separate forms. This methodology is consistent with Caltrans' guidance for the survey and evaluation of postwar tract housing in California.¹ Historic resources previously evaluated and found to be ineligible for inclusion in the National Register, which did not require further study for this project, were not assigned map reference numbers.

Formal evaluations of the inventoried resources, completed on California Department of Parks and Recreation 523 forms, are found in Appendix B. The Caltrans Historic Bridge Inventory entry for the Category 5 (National Register ineligible) is found in Appendix D.

¹ California Department of Transportation. "Tract Housing in California, 1945-1973: A Context for National Register Evaluation." Sacramento, CA: 2011.

3. HISTORICAL OVERVIEW

3.1. Introduction

The following historical overview discusses the major inter-related themes that shaped the development of the Bakersfield area, generally, and the study area, specifically: early exploration of the San Joaquin Valley; early settlement of Bakersfield; the role of land companies in development, colonization, and settlement; development of irrigated agriculture; oil production; transportation; twentieth-century commercial development; and, perhaps most profoundly, twentieth-century residential development. While not all of these themes are represented by every property within the Area of Potential Effects, they nevertheless provide a foundation for evaluating the properties within the study area.²

3.2. Early Exploration of the Southern San Joaquin Valley

Prior to the 1850s, the Southern San Joaquin Valley was little developed. Spanish-led explorations penetrated the Central Valley of California as early as 1772; however, these early expeditions did not result in any permanent settlements. Instead, the Spanish established missions and presidios near California's coast where they were more easily supplied and defended. Despite some additional exploration and development – largely through land grants – in the Mexican period (1822-1848) this trend continued into the early 1850s. Discovery of gold in the upper Kern River region in 1853 provided the initial impetus for Euro-American settlement in the vicinity of the study area, attracting not only prospectors but also enterprises to support mining camps. When gold strikes ebbed, many settlers moved into the Southern San Joaquin Valley, seeking their fortunes in farming and ranching. The rapid population growth spurred by the gold rush encouraged the development of successful livestock operations in the present-day Bakersfield area, and beef, mutton, and wool became important early exports.³

3.3. Early Settlement of Bakersfield

Although a small settlement developed northeast of the project area around Gordon's Ferry in 1853, the most important settlement occurred on the swamp and overflow lands along the Kern River. In 1862, Colonel Thomas Baker obtained 160 acres of swamp land known as Kern Island from Christian Bohna. Baker, a surveyor and former officer in the Ohio State Militia, had come to the area soon after the death of his first wife. Baker took an interest in Bohna's land while living in Visalia. The area Baker acquired became known as Bakers Field, and his reclamation

² The development of this historic context is based on previous reports completed for the Thomas Roads Improvement Program, Caltrans and the City of Bakersfield: Thomas Roads Improvement Program "Historic Context Statement" (hereafter TRIP Historic Context) completed by Caprice D. Harper, Francesca Smith and Robert Schiffman in December 2007; "Westside Parkway Historical Resources Evaluation Report prepared by Garcia and Associates in December 2004; and "Historic Architectural Survey Report, Tier 1, for Route Adoption on Route 58, Between I-5 and State Route 99 in Kern County" (hereafter JRP HASR) completed by JRP Historical Consulting Services in 1995. JRP's report includes, as attachments, three additional historical resources evaluation reports for Kern River irrigation canals, railroads and historic oil fields.

³ Harper, et al., "TRIP Historic Context," 1; "Historical Architectural Survey Report," 9-10; William Wilcox Robinson, *Spudding In: Recollections of Pioneer Days in the California Oil Fields* (San Francisco: California Historical Society, 1976), 17-18, 21; Warren A. Beck and Ynez D. Haas, *Historical Atlas of California* (Norman, OK: University of Oklahoma Press, 1974), 51; Carey McWilliams, *Factories in the Field: The Story of Migratory Farm Labor in California*. (Boston: Little, Brown, 1939) 11.

efforts encouraged others to settle along the Kern River. His humble adobe rapidly became a community center for a small farming and sheep-raising community that developed prior to the survey of the townsite. Four years later, when Kern County was created from sections of Los Angeles and Tulare counties, Baker, then county surveyor, mapped and planned the townsite. The original townsite boundaries were present-day 26th Street on the north, California Street on the south, H Street on the west and T Street on the east. By 1869, Baker had not only amassed personal landholdings of over 89,000 acres, but also constructed a 27-mile long toll road connecting Bakersfield to the mountain community and county seat of Havilah, a gristmill, and two schools. Although the area grew slowly, by 1870 the town of Bakersfield had a population of 600 and in 1874 replaced Havilah as county seat.⁴

Becoming the seat of local government not only cemented Bakersfield's growing prowess as one of the most prominent towns in the Central Valley but also signaled the growing importance of agriculture in the region. Throughout the 1870s and 1880s, Bakersfield experienced sustained growth. The local economy initially benefited from Kern County's sheep and cattle industry; later, it thrived as irrigation transformed Bakersfield's hinterland into rich agricultural lands teeming with alfalfa and fruit orchards. Bakersfield residents who sold horses, mules, lumber, and gold imports from the nearby Greenhorn Mountains contributed to the town's increasing prosperity. In the 1870s, downtown Bakersfield boasted a county courthouse, town hall, several hotels, three saloons, and a brewery owned by Henry A. Jastro, Baker's son-in-law. Bakersfield also had a flourishing Chinatown, with a population of about 1,000 by the mid-1870s. The Bakersfield Chinese community was located on 20th Street between K and L streets and expanded onto 21st Street by 1890, after which it had a steady decline (see Figure 3). A decrease in gold mining and completion of major railroad construction in the valley caused formerly transient Chinese workers to settle more permanently in the Bakersfield Chinatown. The earthquake of 1952 destroyed many of the Chinese quarters and businesses in Bakersfield.⁵

Bakersfield continued to grow into the 1880s. The town's development came despite lacking direct access to the Southern Pacific Railroad's Central Valley line which by 1874 ran east of the town through the railroad's depot at Sumner (discussed more fully below). In 1888, the mule-powered Bakersfield and Sumner Street Railway was established to connect the town to the depot. That same year, 145 new lots were added to Bakersfield. The downtown area, located between M and I streets and 16th and 21st streets, boasted several new buildings, including an opera house, a bank, and an additional hotel (see Figure 3). A year later, however, a devastating fire raged through the growing city, razing 15 city blocks. The "great fire," as it became known, destroyed 147 businesses, five hotels, and 44 homes. Despite this destruction, Bakersfield proved resilient. Within a decade, its population exceeded 4,000 and its downtown had been rebuilt.⁶

⁴ Thomas A. Baker, "Early Bakersfield," Kern County Historical Society, Third Annual Publication, 1937, 17-19; Mildred Brooke Hoover, Hero Eugene Rensch, Ethel Grace Rensch, and William N. Abeloe, *Historic Spots in California*, revised by Douglas E. Kyle (Stanford, CA: Stanford University Press, 1990), 121, 132-133; Robinson, 24-28 and 34.

⁵ Robinson, 42; Thomas McDannold, *California's Chinese Heritage: A Legacy of Places* (Stockton: Heritage West Books, 2000), 114.

⁶ Eugene Burmeister, *The Golden Empire, Kern County, California* (Beverly Hills, CA: Autograph Press, 1977), 112; Sanborn Map and Publishing Company, "Bakersfield" (New York: Sanborn Map and Publishing Company, Limited, 1885, 1888, 1889, 1890).



The historical growth of central Bakersfield depended heavily on the development of its hinterland. The history of the majority of the San Joaquin Valley is characterized by the acquisition of vast tracts of land by a small number of prominent families and concerns. Land speculators, stockmen, and ranchers benefited from liberal – and often misappropriated – state laws and minimal Sacramento oversight to acquire large areas of land available to the public. Stockmen Henry Miller and Charles Lux; land speculators James Ben Ali Haggin, Lloyd Tevis, and Billy Carr; and ranchers Solomon Jewett, and Cox and Clark led this mass acquisition, and consequently came to dominate the physical and social structure of the area. Farming in Kern County eventually overtook stock-raising efforts after the state legislature enacted “no fence” laws preventing free-roaming sheep and cattle. This transition did not end the continued pattern of large-scale land ownership, however, and prominent early figures such as Miller and Lux,

Haggin and Tevis, and Carr capitalized on and promoted new opportunities afforded by a growing network of irrigation canals across the area.⁷

Within the study area, Haggin and Tevis' efforts were the most significant. In 1890, Haggin and Tevis formed the Kern County Land Company to attract settlers and investors to the area they newly irrigated. Although Haggin eventually sold most of his land to the Kern County Land Company and moved to the East Coast, Tevis and his family remained the driving force in the company through the end of the nineteenth century. Kern County Land Company used the colony concept to market their lands, breaking their lands into large tracts which it called colonies. Each of these colonies was further divided and sold to settlers as 20-acre lots for \$60 to \$100 an acre. As land colonies began to fade in the early 1900s, the continually resourceful Kern County Land Company turned toward managing commercial agricultural production on its still considerable land base. For the next 50 years the company operated a number of farms, raising both cattle and crops, and prospered from the San Joaquin Valley's growing role as the nation's breadbasket. In addition, the company reaped the benefits of the discovery of abundant oil reserves under much of its lands.⁸

3.5. Development of Irrigated Agriculture

The Kern County Land Company's success, and indeed the successful development of the Bakersfield area as a whole, rested upon the construction of extensive irrigation systems. Western Kern County was one of the first areas in California to develop large-scale irrigation canals. Construction of gravity-flow canals was a matter of simple engineering, and initially the work was undertaken by a diffuse network of farmers who formed canal cooperatives in the 1860s and 1870s. A number of the area's early canals were built in this manner, including the Kern Island Canal (Map Reference No. 04-01), the Gates Canal (predecessor to a portion of the modern Carrier Canal), and the Stine Canal. These three canals, along with the Calloway Canal (see discussion below), pass through the project study area.⁹ Constructed in 1869, the Kern Island Canal had some 31 branches by 1892. The Gates Canal was built between 1872 and 1873, and by the late 1890s, served the Bellevue Ranch. The Stine Canal was built in the early 1870s by local settlers, who erected a weir across the head of what was known as the Old River (the main channel of the Kern River prior to the great flood of 1862). By 1880, California state

⁷ Paul W. Gates, "Public Land Disposal in California," *Agricultural History*, Vol.49, No.1, Jan. 1975, 158-178; Margaret Aseman [Cooper] Zonlight, *Land, Water and Settlement in Kern County, California, 1850-1890* (New York: Arno Press, 1979) 6-12. The amount of acreage obtained during these years was staggering. During a one-month period in 1877, Haggin and his associates submitted applications for 100,000 acres at the Visalia Land Office, many of which were for alternating sections of land between railroad grants that Haggin already owned. The legacy of these large landowners played an important and lasting role on the settlement and agricultural patterns in the vicinity of the project study area.

⁸ Frank J. Taylor, "World's Most Fabulous Farm." *The Nation's Business*, February 1954, 42:2, 42-45; "Gold-Rich Kentucky Lawyers, SP Agent Mold KCL," *Bakersfield Californian*, 15 October 1968; Norman Berg, *A History of Kern County Land Company*, (Bakersfield, CA: Bakersfield Californian, 1971), 1; Wallace M. Morgan, *History of Kern County, California with Biographical Sketches* (Los Angeles: Historic Record Co., 1914) 175-176; "KCL Reins Change Hands," *Bakersfield Californian*, 17 October 1968; Regina Becker, *A Bundle of Living* (Shafter Historical Society, 1986), quoted in Vernon H. Neufield, "The Martensdale Colony, 1909-1910," 15 March 1989, California State University, Beale Memorial Library, VF - Colonies.

⁹ The Calloway, Stine, and Gates canals have been determined not eligible for National Register. California Historical Resources Information System.

engineer William Hammond Hall declared, “There is no other stream in the State from which so many canals and ditches have been made to divert water as the Kern River.”¹⁰



Figure 4: Kern Island Canal. Built in 1869, it is the only resource in the survey population built before 1900.

The growing network of canals allowed most of the Kern River’s water to be put into productive use; however, divisions within canal cooperatives undermined the administration of irrigation systems and left them vulnerable to competitors and outside acquisition. In the 1870s, private entities began organizing to acquire and develop both land and irrigation systems in the area. Existing land developers, most notably Haggin and Tevis, likewise looked to benefit from joining the lands they owned to water diverted from the Kern River. They bought up existing canals and canals under construction and eventually established a myriad of canal companies and separate irrigation systems.¹¹

¹⁰ California State Engineer, *Report of the State Engineer to the Legislature of California, Session of 1880, Part IV* (Sacramento: SPO, 1880), 35; Harper, et al., “TRIP Historic Context,” 15-16; Charles P. Fox, “The Empire of Kern,” in *Kern County California, in the Delta of the Kern River, the Crown of the San Joaquin Valley* (promotional pamphlet), 1905.

¹¹ Fox, “The Empire of Kern.”

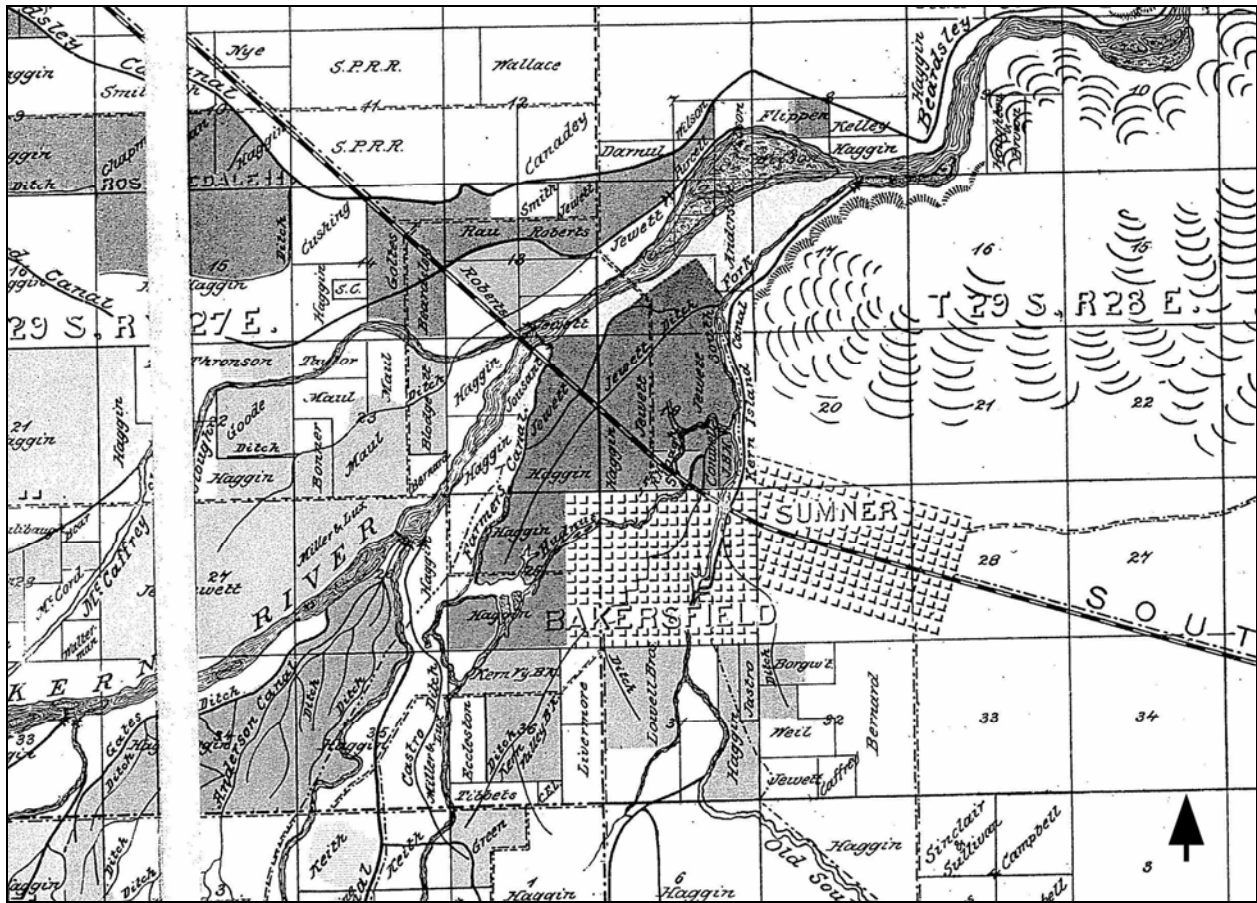


Figure 5: Map showing the intricate web of irrigation canals along the Kern River near Bakersfield in 1886. Canals present on this map include Calloway Canal, Kern Island Canal, Gates Canal, and Stine Canal.

The Calloway Canal, planned by engineer and land speculator O.P. Calloway, provides a good example of Haggin and Tevis' work. Calloway organized the Kern River Land and Canal Company and interested "San Francisco capitalists" in the project. He oversaw construction of the weir and first several miles of the canal's excavation, but eventually ran short of funds. After the project sat dormant for several years, Haggin and Tevis acquired the canal as a part of their development plans for area lands. By November 1880 the Calloway was described as a "fine canal" with an average width of 100 feet. A map from the period shows the Calloway Canal in roughly its current configuration, with an extensive system of laterals running west from the canal along its route. By 1898, the canal was called "the principal canal for the irrigation of lands on the north side of the Kern River." That year the area served by the 64 miles of laterals was 16,160 acres.¹²

Upon incorporation in 1890, Kern County Land Company formed a subsidiary to control its canal systems. Known as the Kern County Canal and Water Company, it consolidated the Calloway, Buena Vista, Stine, Farmers, East Side, Kern River, Kern Island, Central, Anderson,

¹² *The Weekly Courier*, 3 July 1875; *Southern Californian*, 1 July 1875; *San Jose Herald*, 16 September 1876; F. F. Latta, "Historic Calloway Canal," *Bakersfield Californian*, 16 June 1951; *Visalia Weekly Delta*, 19 November 1880; Kern County Land Company[?] "Map of Part of Kern County, California, Showing Locations of Colonies, Irrigation Systems, Etc. in the Kern Delta," ca. 1880s, Beale Memorial Library; C.E. Grunsky, *Irrigation Near Bakersfield, California*, United States Geological Survey Water Supply Paper 17 (Washington DC: GPO, 1898), 51-55.

James, Joyce, James & Dixon, Pioneer, Plunkett, Johnson, and Lerdo canal companies into a single operating unit. Many of the canals were intertwined with one another, and priority in diversions was shifted as conditions warranted. By the second decade of the twentieth century, the Kern County Canal and Water Company owned or controlled more than 17 canals or canal companies. At this time the principal crop produced in Kern County was alfalfa. Although orchard crops and vineyards accounted for a portion of development, challenges arising from water shortages, market conditions, and expensive infrastructure costs undermined their widespread development. Since the 1930s, and particularly after the 1950s, the principal crop of the region has been cotton.¹³

Construction and consolidation of these early irrigation systems did not constitute the whole of irrigated agriculture in the Bakersfield area. By the close of the nineteenth century, irrigation began to shift away from direct diversions from the Kern River. Farmers located away from the reach of canals began to develop means for irrigation using ground water. Pump irrigation largely failed until cheap power generated by oil became available. By 1905, power for pumps also began to come from electricity provided by hydroelectric plants in the nearby Kern River canyon. Along with increasing control from the web of canals and growing use of pumping apparatus, the development of established cooperative water storage districts was paramount in the development of large-scale irrigated agriculture. The districts organized, advocated, and undertook large-scale water distribution projects. Large landowners and corporations tended to dominate storage districts because voting was proportional to the amount of land owned. Moreover, landowners participating in the storage districts did not have to live within the district to vote in district elections, therefore allowing absentee corporate control. Several water storage districts were organized in Kern County in the 1920s, with one of the earliest established by Kern County Land Company in 1922.¹⁴

State and federal authorities likewise contributed to the development of irrigation systems in the area. Beginning in the early decades of the twentieth century, Californians demanded a more advanced water conveyance system; a system that would not only regulate, control, and store flood flows in Northern California but also transfer some of that water to deficient areas in Southern California. Following a prolonged drought in the 1920s, several plans for such a system coalesced in 1933 into the state-planned and ultimately federally constructed and -administered Central Valley Project. As part of that project, several canals running between the San Joaquin and Kern rivers were constructed. One of these was the Friant-Kern Canal, built starting in 1945.

Two decades later, to meet the increasing needs of Southern California's metropolitan and agricultural areas, the State of California embarked on an entirely state-funded, state-built, and state-administered water project: the State Water Project. Between the early 1960s and the late 1970s, several canals and aqueducts were constructed as components of the State Water Project.

¹³ George H. Baldwin, "Water Rights on Kern River," 26 January 1916, Water Resources Center Archives, MS G4562/D1, 41; R. C. Benson, "Irrigation in Kern County, California," 15, report filed in the records of the Office of Irrigation Investigations at Berkeley, California, n.d., in Baldwin, 1916, 88-90; Berg, 1971, 43.

¹⁴ Fox, "The Empire of Kern"; J. M. Hunter, "A Business Men's Country Excursion," in *Kern County California, in the Delta of the Kern River*, 1905; Donald Pisani, *From the Family Farm to Agribusiness* (Berkeley: University of California Press, 1984), 390-392.

The Cross Valley Canal was built between 1973 and 1976 to move water from the California Aqueduct (the State Water Project's main north-south water conveyance system) to the eastern San Joaquin Valley. The Cross Valley Canal runs 22 miles between western Bakersfield and Tupakan to the southwest. The canal is comprised of a series of three "reaches," and a set of seven pumps (Pumping Stations 1 through 7) that lift water into each segment. The Cross Valley Canal, unlike the other canals along the Kern River, moves water uphill to Bakersfield.¹⁵

Over a century of irrigation development has done much to dictate development patterns in the study area. The controlled and diverted waters of the Kern River—and other rivers across the state—spurred early settlement, afforded large-scale agricultural development, and, increasingly, supported urban settlement patterns. Only part of one canal, the Kern Island Canal, is within the survey population for this project.

3.6. Oil Production

Agriculture, and the development of irrigation systems in particular, propelled the growth of Bakersfield in the nineteenth century; oil production did the same in the twentieth century. Early settlers of the southern San Joaquin Valley noted thick oil deposits oozing from the ground. Farmers often collected oil to lubricate their farm equipment and used the thick asphalt as a bonding agent. In 1866, Buena Vista Petroleum erected a refinery northwest of McKittrick, but the high cost of transport undermined the venture. Miners extracted the oil in progressively more sophisticated ways, first employing hand-dug pits, then with portable tripods supporting hand augers, and later cable drills supported by large derricks and powered by steam. In 1899, surface oil seepage was noted on land seven miles northeast of Bakersfield. First drilling with a hand auger, wildcatters hired a steam driller to work the area, and were soon producing 15 barrels a day. Several weeks later, Horace McWhorter drilled to a depth of 265 feet and struck oil, establishing the first commercial well of the Kern River Field. Just as in the gold rush era, word of the discovery spread and thousands of prospectors flooded the area. The oil was shipped by rail to cities across the state, and the agricultural area was transformed into a major oil center.¹⁶

By 1903, the Kern River Field produced 17 million barrels of oil a year and was responsible for making California the top oil-producing state in the country. Since that time, Kern County's prosperity has been directly linked to the oil fields in the western portion of the county. As the oil industry grew, so did Bakersfield, changing from a small farming town to a dynamic oil center. Over the years oil production sites and towns sprang into existence with the strike of each successive field and well, adding to the development of the region. Within a few miles of the project study area, there are no fewer than seven oil fields including Kern River, (discovered in 1899), the Rio Bravo and Greeley (both of which were established in the 1930s), and Fruitvale

¹⁵ Norris Hundley, Jr., *The Great Thirst: Californian and Water, A History*, rev. ed. (Berkeley: University of California Press, 2001), 234–272; US Department of Interior, Bureau of Reclamation, Central Valley Project, Friant Division, *Friant Kern Canal: Technical Record of Design and Construction*, Denver, CO., May 1958, 1; Interview with Steven Lafond, August 17, 1993; Boyle Engineering Corporation, "Report on Groundwater Recharge Project," for Rosedale-Rio Bravo Water Storage District, June 1988, Plate 1.

¹⁶ Walter W. Bradley, *California Mineral Production for 1920* (Sacramento: California State Mining Bureau, 1921), 29.

(discovered in 1927); portions of the Fruitvale Oil Field are located within the study area.¹⁷ The only Fruitvale Oil Field resources recorded in this report are pumps.

Located in the northwest portion of the project study area, the Fruitvale Oil Field was one of a handful of new, giant fields that were discovered and developed during the 1920s, an era that has been described as the “Decade of Discoveries” for oil. During this period, an abundance of new oil fields were developed throughout the state, resulting in a dramatic surge in oil production into the 1930s. In Kern County alone in 1924, 61 million barrels of oil were produced for a value of nearly \$70 million. Starting in the 1930s, however, the nation’s financial instabilities during the Great Depression resulted in a decline in production.

Pacific Eastern Production Company, part of Western Gulf Oil Company, initially explored the Fruitvale Oil Field in October of 1927 near the present-day intersection of Fruitvale Avenue and Krebs Road. The land was owned by Kern County Land Company and Pacific Eastern proved the field in February the following year. At the time local oilmen believed Fruitvale to be one of the greatest strikes near Bakersfield. Although the drilling of new wells at the Fruitvale field was limited during the Great Depression, production increased as the economy began to improve in the mid-1930s. By the end of the 1930s, over 300 wells at the field had produced more than 18 million barrels of oil. Between 1940 and 1965, when the extent of the field was determined, an additional 400 wells were drilled. Kern County Land Company and Western Gulf were the predominant operators of much of the Fruitvale Oil Field during the historic period. From its original discovery in 1928 into the late 1960s, Western Gulf controlled half of the producing wells in the field, although Kern County Land Company still retained legal ownership of the land. According to the San Joaquin Geological Society, in 2000 the Fruitvale Oil Field ranked 13th highest in production in the state, with 121 million barrels of oil since 1928.¹⁸

During the 1960s, the oil industry in Kern County struggled to maintain its position in the county’s economy as the production of oil decreased. Although in 1962 the county had approximately 17,500 producing wells, 2,000 more than in 1956, the daily average was 12,000 barrels less than six years before, as the thick, heavy oil became more difficult to access with available technology. While natural gas production offset this decreased production, this overall decline affected labor as well, with the workforce being reduced over 40 percent between 1958 and 1962. The industry rebounded in the 1960s and 1970s as new technology allowed for improved daily production; however this recovery was short lived as stricter environmental laws were enacted to reduce pollution from the drilling of wells and refining of oil. The economic downturn following the energy crisis of the 1970s resulted in a surplus of crude oil on the market, which reduced oil prices in the mid-1980s. Since then, oil companies have implemented more efficient techniques of collection and processing oil which allows for cleaner and more

¹⁷ William Rintoul, *Drilling Through Time: 75 years with California’s Division of Oil and Gas* (Sacramento, California: Department of Conservation, Division of Oil and Gas Publication TR40, 1990), 1-15; Morgan, *History of Kern County, California*, 21-23, 126-134; William Wilcox Robinson, *The Story of Kern County* (Los Angeles: Title Insurance and Title Company, 1961), 40-43; Berg, 1971, 36; Laurence H. Shoup, “Historic Resources Evaluation Report for Historic Oil Fields, Route 58 Between I-5 and SR99, Kern County, California,” (October 1993) 8-13.

¹⁸ San Joaquin Geological Society, “The Kern County Oil Industry,” accessed September 16, 2008 at www.geocities.com/mudsmeller/oilfacts.html#giants. Fruitvale overlaps the Area of Potential Effects roughly along US 99 between SR 204 intersection and California Avenue, and includes parts of California Avenue and Stockdale Highway.

environmentally sound methods that allow for peak production.¹⁹ The oil fields still play a major role in Kern County and account for much of California's production.

3.7. Transportation

The creation of transportation networks was no less vital to the early and sustained development of Bakersfield than irrigated agriculture and oil production. Although a number of trails and roads traversed the valley, significant transportation networks did not reach the study area until well after statehood. Indeed, while roads reached the valley, significant changes came only after railroad companies built lines crossing through the valley. The development of railroads was critical in the settlement history of the study area, and laid the foundation for the prolific agricultural development of the valley made possible by the advent of viable irrigation. The surrounding area was shaped by the development of rail lines that connected the San Joaquin Valley with urban centers across California and the country.

3.7.1. Santa Fe and Southern Pacific Railroads

The Southern Pacific Railroad Company (Southern Pacific) and the Atchison, Topeka, and Santa Fe Railway Company (Santa Fe) operated main and spur lines through the Bakersfield area. The Southern Pacific mainline runs roughly northwest-southeast and parallels State Route 99 through the San Joaquin Valley. Southern Pacific's Asphalto branch line from Bakersfield to McKittrick runs out of central Bakersfield from the south and southwest before swinging to the northwest and then west. The Santa Fe main line runs roughly parallel to the Southern Pacific six miles to the west, crossing and continuing into the study area at the Kern River into central Bakersfield. The Santa Fe Railroad also operates the Minkler spur line, connecting its mainline to the Southern Pacific mainline at Oildale. Only portions of the Santa Fe mainline are within the study area for this project.

The first railroad construction in the area was undertaken in 1869 by the Central Pacific Railroad Company (later the Southern Pacific). Named the San Joaquin Valley Branch, the line extended south from the existing transcontinental line at Lathrop. The flat sandy terrain of the valley allowed for rapid construction, and crews quickly laid out track and bridges across Kern County. Believing that Bakersfield was prone to flooding, the constructing engineer for the Southern Pacific chose to lay the course for the rail in the eastern uplands along the valley's edge, bypassing central Bakersfield. Perhaps more important in the determination to bypass Bakersfield was the city's refusal to acquiesce to the land demands of the railroad. The granting of generous rights-of-way to the railroad was a well-established currency for the critical location of track, and Bakersfield had denied Southern Pacific the two-block right-of-way corridor they demanded in favor of a one-block strip. Rebuffed, the Southern Pacific chose to site the depot two miles away in Sumner.²⁰

¹⁹ Ronald J. Ostrow, "Farmers and Oilmen Molding Kern County," *Los Angeles Times*, 3 August 1962; Harper, et al, "TRIP Historic Context Statement," 18; Christopher Byron, "Problem for Oil Producers," *Time Magazine*, 22 June 1981.

²⁰ Alice L. Crothers, "The History of the Southern Pacific Railroad in the San Joaquin Valley," M.A. Thesis, University of Southern California, June 1934, 41-42; William L. Preston, *Vanishing Landscapes: Land and Life in the Tulare Lake Basin* (Berkeley: University of California Press, 1981), 122-123; Burmeister, *The Golden Empire*, 121. Sumner was later named Kern City (also known simply as Kern), and in 1909 was incorporated into Bakersfield.

By the 1890s, hostility toward the perceived stranglehold of the Southern Pacific was rampant across California. In February 1895, “merchants and capitalists” of the San Francisco Traffic Association formed the San Francisco & San Joaquin Railway Company to build a line that would break the monopoly of the Southern Pacific, particularly in the agriculturally rich San Joaquin Valley. Before the line was completed, the fledgling endeavor was sold to Santa Fe, which was looking to expand its routes through California. The line reached downtown Bakersfield in May of 1898 and provided a competitive freighting alternative for farmers and ranchers in Kern County.

Santa Fe continued to expand railroad activity in the early twentieth century. A railroad yard was built during original construction, but by 1901 Santa Fe had added a round house, warehouse and depot. The Santa Fe line originally consisted of a single track, but as early as 1912 had a secondary siding to the north running from just west of Oak Street east to O Street. By then, Santa Fe had expanded its railroad yard to include 12 tracks and several spurs, competing in size with Southern Pacific’s railroad yard in Sumner (see Figure 6). The depot and roundhouse have since been demolished, and Burlington Northern Santa Fe now owns the railroad line. By 1982, the city extended Truxtun Avenue southwest past the railroad, and a concrete and steel bridge was constructed to carry the railroad tracks over the road. The railroad enters into the study area at several locations.²¹

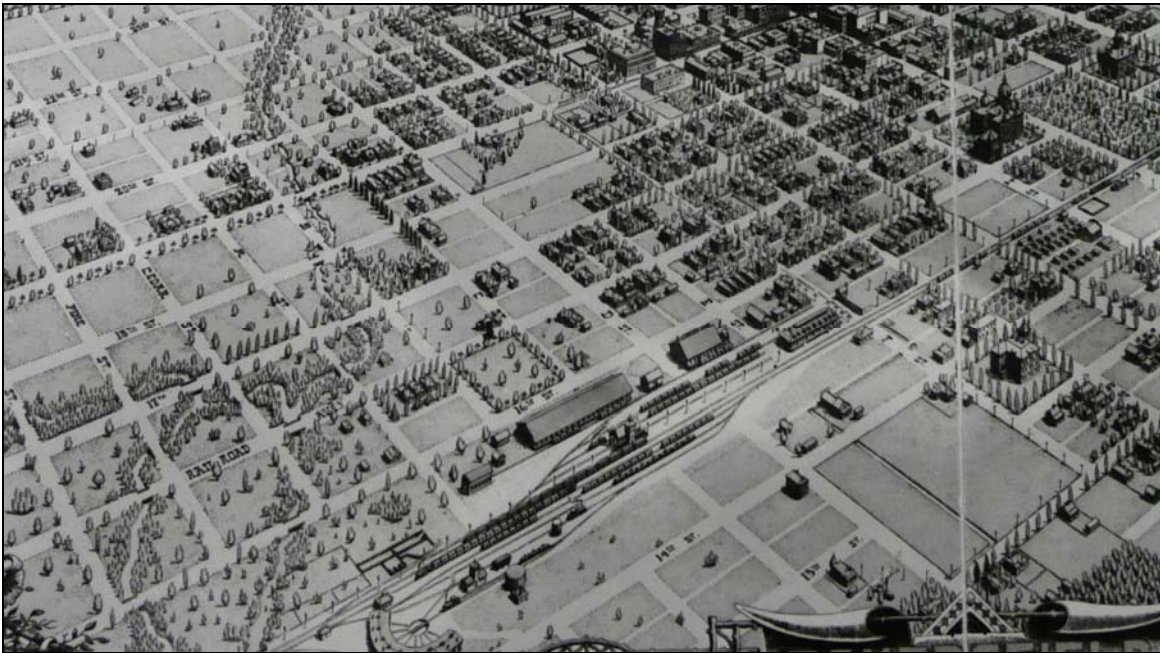


Figure 6: An oblique (“bird’s eye”) map showing Bakersfield in 1901. The Atchison, Topeka, and Santa Fe Railway depot, yard and round house are at bottom center, with downtown Bakersfield in upper right.

²¹ G. Holterhoff, Jr., compiler, *Historical review of the Atchison, Topeka and Santa Fe Railway Company (with particular reference to California lines) as furnished to the Railroad Commission of the State of California in compliance with its General Order No. 38*. Los Angeles, June 1914, 10; Keith L. Bryant, *History of the Atchison, Topeka and Santa Fe Railway* (New York: Macmillan, 1974), 173-176; Sanborn Map Company, “Bakersfield Insurance Maps,” (New York: Sanborn Map Company, 1912); “Bakersfield, Kern County, California” [map], (San Francisco: K.J. Stone Co., 1901); “Grand Celebration,” *LA Times*, 29 May 1898; “Valley Road Gobbled,” *LA Times*, 20 October 1898.

The construction of both Southern Pacific and Santa Fe railroads sparked the growth of many communities along the largely previously uninhabited routes. Construction camps and station sites became freighting and supply centers, and eventually grew into towns. Once the rail companies completed construction, some of the railroad laborers remained, adding to the development of the area. The day-to-day operations of the lines required a small army of workers who filled the area.²² Perhaps most importantly, the railroad provided the vital nineteenth century link for the development of large-scale commercial agriculture in the San Joaquin Valley. Throughout the twentieth century, however, this link was gradually superseded by the rise of the automobile and commercial trucking.

3.7.2. State Route 99 and the Development of Freeway Bypass

The increased use of the automobile in the early- and mid-twentieth century led to an expanded effort to develop extensive road networks throughout California. The state recognized the need for a developed state highway system early, and in 1910 the State Highways Act provided \$18 million in bonds that would support a “continuous and connected highway system.” In addition to being the county seat, Bakersfield’s location in the San Joaquin Valley made the city an auto transportation hub. The route became a popular and important road for inter- and intra-city travelers. However, the city’s growing population and through-travelers required a bypass freeway, and in the 1960s State Route 99 was re-routed west of the city.

Early traffic on State Route 99, which connects Northern and Southern California, quickly became a major route in the state and country. Construction of old State Route 99 was a primary feature of the State Highways Act and was begun shortly after the passage of the bond measure under the name Route 4. Union Avenue, which now runs through the heart of Bakersfield, was chosen to carry State Route 99 through part of Bakersfield. Located on the edge of the built environment at the time, Union Avenue was close enough to downtown to allow easy access, but did not initially interrupt traffic. With an increase in automobile traffic, however, the route soon required improvements. By the 1920s, the entire route was paved and the state lined the highway south of Bakersfield with trees. Bakersfield experienced growth throughout the early twentieth century, partly as a result of State Route 99. Expanding south and east, Bakersfield soon integrated the Union Avenue segment of State Route 99 from California Avenue to Brundage Lane.²³

During the Great Depression and in the wake of the Dust Bowl, many unemployed families traveled State Route 99 in search of work in the Central Valley. For years the State of California, railroad companies, and large agricultural companies had promoted the state’s fertile valleys as an agricultural “Garden of Eden.” When the devastating economic collapse of the late 1920s and early 1930s was compounded by a major drought, many farming families finally set out toward what they believed would be an abundant coastal state. Families from Oklahoma, Texas, Kansas,

²² Crothers, “The History of the Southern Pacific Railroad in the San Joaquin Valley,” 1; Bryant, 1974, 175-178.

²³ Ben Blow, *California Highways: A Descriptive Record of Road Development by the State and by Such Counties as have Paved Highways* (San Francisco: The H.S. Crocker Co., Inc., 1920), 52-53, 150-155; J.R. Thornton, “Street Map of Bakersfield and Environs,” Kern County Chamber of Commerce, 1941. In 1964, California changed the highway numbering system; Route 4 through Bakersfield was converted to Route 99. The use of Route 99 followed the federal government’s numbering system; this highway was US Interstate 99 from 1928 until Interstate 5 was defined.

Arkansas, and New Mexico traveled to California, reaching the San Joaquin Valley. Once there, they moved up and down State Route 99 in search of work. Unfortunately, they soon realized that opportunities for employment in California were quickly fading. By then, however, valley towns and cities, like Bakersfield, had an influx of out-of-work car campers. Within many of these communities, “Okies” (those who migrated west from the Dust Bowl region to California) would find employment and a home.²⁴

With the start of World War II, however, the economy improved and employment rose. The period during and after the war brought about major changes and added stress to an overtaxed road system. The war created a significant increase in public projects in support of the war, and California became a center for military industrial activity. Vital bases in Southern California and the Bay Area were joined by military facilities in the Central Valley and desert areas of California. These required a rapid staffing by large numbers of employees to meet the demands of the war. The influx of California’s population during World War II, however, was dwarfed by the expansion that followed the war. With a soaring economy, generous veteran benefits and a popular desire for increased goods and services, the state experienced unprecedented postwar growth. All of this put strains on statewide infrastructure, including the road and highway system. Postwar increases in commercial and industrial interests, population, and auto traffic produced congested, dangerous conditions along State Route 99. Accidents increased throughout the 1940s, and upkeep proved expensive. In the late 1940s, the state’s Division of Highways and Public Works responded by hiring the Griffith Company of Los Angeles to expand the highway to six lanes, build a median strip planted with palm trees, and add turning lanes and curbside parking lanes (see Figure 7).²⁵



²⁴ Walter J. Stein, *California and the Dust Bowl Migration*, (Westport, CT: Greenwood Press, Inc, 1973), 23-26; James N. Gregory, “Dust Bowl Legacies: The Okie Impact on California, 1939-1989,” *California History* 68:3 (Fall 1989): 76-78.

²⁵ JRP Historical Consulting Services, “California Historic Military Buildings and Structure Inventory, Volume II: The History and Historic Resources of the Military in California, 1769-1989,” prepared for U.S. Army Corps of Engineers, March 2000, 7-1; Earl T. Scott, “Important Highways in District IV Will Require Large Expenditure to Provide Adequate Service,” *California Highways and Public Works*, November 1938, 1; T.E. Whaley, “Widening of U.S. 99 in Bakersfield to Six Lanes Will Reduce Traffic Accidents,” *California Highways and Public Works*, September-October 1947, 6-7, 26-27.

Figure 7: View of State Route 99 (Union Avenue) looking north from Brundage Lane in the 1950s. At the time, the state widened the roadway and added the median.

By the 1950s, Bakersfield began designing a variety of street and highway improvement to facilitate traffic in and around the growing metropolitan area. City-hired engineers developed one such plan that called for three new highways, several grade separations, and improved functionality for existing streets. The city ultimately wanted passing traffic to move around, not through, the downtown area so that it would not interfere with pedestrian and automobile movement on city streets. In doing so, the plan called for bypassing State Route 99 to the west of downtown. However, agreement could not be reached between the city and the state on the location of the bypass, and a contentious battle ensued. The state proposed building the State Route 99 Bypass—most significant for through traffic but also important for local traffic—on the west side of Bakersfield. This plan proposed building the freeway parallel to Oak Street through two residential subdivisions (Tracts 1397 and 1530), and the removal of 135 buildings in the process. The City Council opposed this idea, preferring instead to run the highway more than a mile west or double-decking the Union Avenue route. State engineers argued that alternative routes to the west would not provide sufficient access to local traffic, and double-decking would add tens of millions of dollars to any project. After facing opposition from a majority in the City Council for more than a year, the state announced in late 1957 it would proceed with the Oak Street plan.²⁶

²⁶ “City Barely Touched,” *Bakersfield Californian*, 2 November 1957; “State Okays Oak Street Freeway,” *Bakersfield Californian*, 26 November 1957.

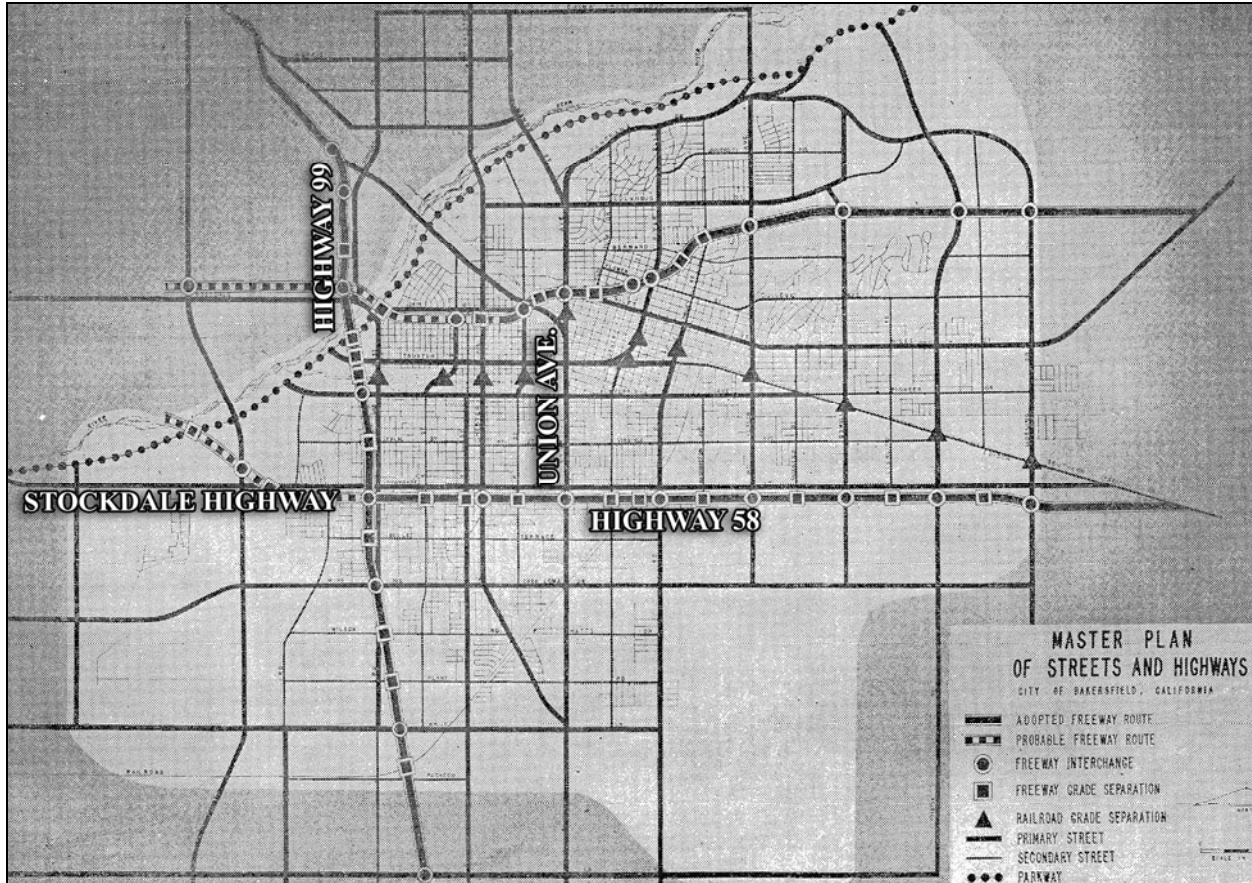


Figure 8: Bakersfield’s Master Plan for Streets and Highways, 1959.

Later, the city and the state similarly clashed over a plan to connect Bakersfield’s east side with Interstate 5. Originally, state engineers developed several alternatives, including a route running along California Avenue. The alternative with the least opposition ran along the south end of the city, parallel to Brundage Lane—the Brundage Lane Highway, later known as State Route 58. Today, the highway is the primary east-west route through Bakersfield. Its connection to Interstate 5 far to the west of the city and to Interstates 15 and 40 to the east in the Mojave Desert make it a heavily used highway for both general transport and shipping. State Route 58 was originally planned to be a continuous freeway through Bakersfield; this was complicated by development west of Bakersfield. Instead, State Route 58 as a freeway ends just west of State Route 99 at Real Road. To continue west to Interstate 5, drivers must interchange at State Route 99, travel north two miles, and exit onto State Route 58/Rosedale Highway, a local access road fronted by industrial and commercial properties, residential communities, and farmsteads.²⁷

²⁷ URS, “Bakersfield System Study, Summary Report,” prepared for Council of Governments, City of Bakersfield, Count of Kern, Caltrans, December 2002, 12-13.



Figure 9: Aerial photograph showing State Route 99 Bypass in 1965, looking north. Note Tracts 1397 and 1530 north of Stockdale Highway. (Photo: Caltrans Library)

Construction of these two highways took different paths. The State Route 99 Bypass began almost immediately after the initial battle and was finished by 1963 (see Figure 9). Three years of construction by three separate contractors culminated in the completion of the 18-mile section of freeway. Fredericksen & Kasler of Sacramento built the southern 13 miles, Gordon H. Ball built the northern five miles, and Tumblin Company constructed the Kern River bridge and Bakersfield Yard overhead. The work included building 10 interchanges, 10 separations, and three railroad crossings. Moreover, Gordon H. Ball incorporated innovative construction techniques of concrete paving and batching.²⁸ Conversely, the Brundage Lane Highway (later State Route 58) took more than a decade of planning and construction and wasn't completed until the mid-1970s.

²⁸ "Slip-form Machine Paves Three Lanes in One Pass," *Contractors and Engineers*, July 1963, 64-70; J.E. Roberts, M.F. Silva and N.L. Lambeth, "U.S. 99 – Bakersfield," *California Highways and Public Works* September-October 1963, 7-11.

3.8. Twentieth-Century Commercial Development

Agricultural development, oil production, and access to greater markets by rail and increasingly better roads proved a successful combination for the economic growth of Bakersfield in the early twentieth century. The city continued to expand through both world wars, persevered through the Great Depression, and was in prime position to benefit from the post-World War II economic surge. Commercial and industrial ventures in and around the city took advantage of the economic opportunity, helping to support and spur residential growth. Bakersfield rapidly grew beyond its municipal limits in the postwar period, expanding farther and farther away from its downtown.

At first the expansion occurred northeast, enveloping the town of Sumner. Later, the town grew south and north, and after World War II the boundaries spread westward. Much of the growth was increasingly along popular automobile routes, such as Union Avenue (concurrent with State Route 99) and Stockdale Highway. Residential growth consumed a great amount of resources and space and was constantly a source of contention for both city planners and the Bakersfield populace.

3.8.1. Early Developments

The nearby oil fields were a boon to the city in the early twentieth century. As discussed above, Kern County had an abundance of oil. In an attempt to maintain a competitive edge over larger oil producers rushing to Kern County, more than 150 companies belonged to the Bakersfield-based Independent Oil Producers Agency by 1908. The 1910s proved an oil-rich decade for Kern County, and the resulting cash flow into Bakersfield sparked more development. In the first decades of the century, Bakersfield saw the addition of several commercial and civic enterprises. A number of churches and temples, theatres and halls, the Beale Memorial Library, and parks were established at this time. In April 1907, Truxtun Beale donated the site for Beale Park, which he hoped would become “a center for popular education and promote good citizenship.” In May of the following year, the Greek Theatre in Beale Park was dedicated, beginning a longstanding service to the city as a site for plays and musical events. One of the more impressive architectural developments during this period was the Masonic Temple, built in 1901 on the northwest corner of Chester Avenue and 20th Street.

By the 1910s, Bakersfield had incorporated Kern City (formerly called Sumner) into its municipal limits.²⁹ Developments in commercial and industrial business had a corresponding growth in population; by 1907, Bakersfield had more than 7,300 citizens. This, in turn, propelled improvements in city infrastructure and construction of more public-support facilities.

In 1901, the Bakersfield and Kern Electric Railway Company built a streetcar line between the Southern Pacific station in Kern City and the Santa Fe Railroad station in Bakersfield. This gave both urban centers greater access to larger markets. By 1907, Southern California Edison opened the largest hydroelectric plant in the country 20 miles west of Bakersfield, supplying the city with electrical power. Three years later, the three-story San Joaquin Hospital was completed, and

²⁹ Richard C. Bailey, *Heart of the Golden Empire: An Illustrated History of Bakersfield* (Woodland Hills, CA: Windsor Publications, 1984), 79; William Boyd, *Lower Kern River Country 1850-1950: Wilderness to Empire* (Bakersfield, CA: Kern County Historical Society, 1997), 108-109; Sanborn Map Company, “Bakersfield Insurance Maps,” (New York: Sanborn Map Company, 1912); Morgan, *History of Kern County, California*, 160.

in 1904, the city had built a new courthouse on two blocks between 15th and 17th streets on Chester Avenue. In 1913 the county constructed a jail on Truxtun Avenue between P and Q streets, and Bakersfield College opened. These civic achievements enhanced the urban environment and created opportunities for greater commercial and residential growth.³⁰ All of these structures are either demolished or located outside the study area for this project.

When the United States entered World War I, Bakersfield was on an upswing. While the war interrupted development by drawing people and resources away from the area, in some ways it helped sustain Kern County growth. The military effort required raw materials such as food and oil that Kern County was in a unique position to deliver. As demand rose, production of both agricultural goods and oil in Kern County increased. Following the war, however, demand for oil decreased, production slowed, and workers were laid off. Agriculture consequently filled the economic void. During the 1920s, growers harvested cotton in greater amounts. Kern County hosted the Cotton Experiment Station in Shafter where William Camp perfected the growth of this “white gold.” Other successful products in the county included alfalfa, grapes, melons, potatoes and citrus fruit.³¹

Agricultural success following the war helped propel Bakersfield into a growth period. By 1918, development of the city stretched west and south to Oak Street and Brundage Lane, respectively. By 1929, the 34,000 city of Bakersfield residents (and roughly 60,000 residents of the greater Bakersfield area) had access to a variety of services and businesses: 12 hotels, two golf and country clubs, 15 elementary schools, one junior high school, a high school, 15 churches, and 60 social and service clubs.³²

3.8.2. Economic Collapse and Government-Supported Recovery

The growth Bakersfield experienced in the late 1910s and 1920s, however, proved short-lived. The Great Depression and the Dust Bowl of the 1930s led to a nationwide economic collapse that hurt business and agriculture. Following the stock market crash of 1929, many businesses and banks went bankrupt, and unemployment became widespread across the United States. Bakersfield was hit as hard as any other urban center and suffered perhaps more because the local agriculture that underpinned its growth suffered a drought during this same period. Compounding these problems was the migration of Midwest and Great Plains farm families fleeing the Dust Bowl that ravaged the middle of the nation. California had long been viewed as an abundant garden, so Dust Bowl migrants believed there was an abundance of work. A primary destination was the Central Valley. Situated on the valley’s main thoroughfare, Bakersfield became a stopping point for a large population of migrants. However, once in California, migrants discovered that, like elsewhere, California had a lack of employment opportunities.³³

President Roosevelt’s New Deal programs in the 1930s helped restart both the country’s and the city’s economy, offering employment opportunities for the out-of-work. Available private funding joined with federal relief to generate commercial and residential construction. Civic improvements, driven by the Public Works Administration and the Works Progress

³⁰ Bailey, *Heart of the Golden Empire*, 83; Boyd, *Lower Kern River Country*, 98.

³¹ Bailey, 87.

³² Bailey, 89.

³³ Stein, *California and the Dust Bowl Migration*, 21-24, 51.

Administration, included bridges, overpasses, public buildings, parks, and improved or new roads throughout Kern County. By 1938, the Works Progress Administration reported spending more than \$1.5 million (\$23 million in 2010 dollars) on projects in Kern County, including more than \$300,000 on roads and another \$270,000 on camps for migrant workers.

While employment numbers varied with different projects, the Works Progress Administration had anywhere between 300 and 2,100 people on staff. Federal construction also appears to have sparked privately financed construction. The city's issuance of building permits increased from 605 in 1935 to 775 one year later, and although the total number of permits dropped in 1940 and 1941 to around 650, the total value of those permits had risen substantially since 1935. From just over \$650,000 that year, the value of the permits more than doubled the following year, and continued to increase to more than \$2 million in 1940. While the value of permits dropped slightly a year later, the significant rise in only a few years suggested Bakersfield was a revitalizing community by the early 1940s.³⁴ Together, public and private backing helped the city rebound after the severe economic downturn.

In the early 1940s, the United States economy, and certainly California's, was heavily affected by the government's support of the war effort. As the possibility of entering the European conflict rose, the focus of construction changed from private enterprises, such as residences and commercial buildings, to military-related and support projects. The growing Bakersfield population (74,000 in 1940) actually benefited from this situation. War-related industries provided employment for many residents. Minter Air Field, about 20 miles northwest of the city, was a basic pilot training center that graduated more than 10,000 Army Air Corps cadets. Other local war-related businesses included a Lockheed Aircraft Component Factory and the Vega Aircraft Company, a small plant providing support products.³⁵ While the war effort maintained a stable economy and provided for growth, the decades immediately following the war proved to be far more significant and trying for Bakersfield.

3.8.3. The 1952 Earthquake and the Postwar Boom

In the postwar years, while most of California experienced relatively rapid growth, Bakersfield found itself rebuilding after two disastrous earthquakes during the summer of 1952. Although only two people died in the temblors, many buildings were damaged or destroyed. The city was determined to rebuild, however, and immediately began constructing a new city hall and civic center, and expanding Mercy Hospital. During this time, the greater Bakersfield area addressed several significant issues related to the region's future. The city and county focused foremost on urban planning dealing with traffic concerns, annexation proposals, and expanding social and civic services. Though implementation of ideas was not easy, the city ultimately expanded and improved its infrastructure and services.

Kern County Union High School District put nearly \$20 million into reconstructing and improving schools and educational buildings, while the Bakersfield City Schools District spent

³⁴ "County W.P.A. Projects Listed," *Los Angeles Times*, 16 February 1938; City of Bakersfield, City Manager, Annual Report (1935), 38; City of Bakersfield, City Manager, Annual Report (1936), 35; City of Bakersfield, City Manager, Annual Report (1941), 17-18; <http://www.westegg.com/inflation/infl.cgi>, accessed December 27, 2012.

³⁵ Bailey, 93; Stanford Research Institute, "Planning Factors in an Industrial Program for Greater Bakersfield," prepared for Greater Bakersfield Chamber of Commerce, Bakersfield, California, October 1957.

\$7 million on similar reconstruction efforts. Three hospitals in the area also renovated their facilities, spending another \$7 million. Religious organizations built worship centers, industrial companies built warehouses, and commercial businesses built offices. In many cases the result of rebuilding and renovation was the abandoning of older, Classical Revival style-buildings, for the modern design aesthetic of the era.

The damaged, classically styled Bakersfield City Hall was demolished after sustaining earthquake damage and a new, modern building was constructed at another site. Even in cases where buildings were renovated, as were many buildings on the Bakersfield High School campus, the renovations often eliminated ornamentation associated with older designs and applied new, modern exterior finishes. Robert N. Eddy, William Paynter, and Whitney Biggar were among the Bakersfield architects contracted to reconstruct many of the city's buildings.³⁶

3.9. Twentieth-Century Residential Development

As with Bakersfield's commercial, industrial, and civic developments, residential construction increased throughout the twentieth century. In many ways residential growth mirrored the city's economic climate, rising in the good years and declining in the bad. Residential growth, however, also depended on the city's population, which rose significantly at key times, and the city's land area. Between 1925 and 1950, Bakersfield experienced only moderate growth in area (adding only 948 acres), though its population doubled. From 1950 to 1975 the city tripled in area, showing tremendous growth. Bakersfield continued to expand its borders to meet the growing housing demand; however, it often met resistance, and several areas, such as Benton Park (roughly bounded by State Route 58, South H Street, and Wilson and Wible roads) and the neighborhood east and west of Stine Road (south of Stockdale Highway and north of Ming Avenue), within Bakersfield's city area remain outside city limits.

3.9.1. Pre-World War II Housing Growth

The century started off with steady growth in population and land area. As discussed above, access via two railroads to other urban areas helped bring people through Bakersfield. Many travelers decided to stay, especially after witnessing the agricultural and oil potential of Kern County. With a growing population, the city needed to expand its area and provide housing. By the early 1910s, the city had incorporated its neighboring urban center, Kern City (previously known as Sumner). Between 1905 and 1915, developers added more houses and commercial buildings than had been built in the city's first 40 years. In 1910 alone, nearly 500 residences were erected. However, all of the resources located within the study area for this project were not built until after 1920.³⁷

³⁶ "Kern County Building Activity Spiraling Up," *Los Angeles Times*, 25 April 1954; Bailey, 96-100; "New City Rises After 52 Quake," *Bakersfield Californian*; "Bakersfield Street Map," Rand McNally & Company, 1960 ; "Bakersfield High Building Approved," *Bakersfield Californian*, 25 May 1953: pg. 27 (col. 1); "Building Progress," *Bakersfield Californian*, 31 Dec 1954: pg. 32 (col. 4); United States Geological Survey, Gosford 7.5-minute quadrangle, 1954.

³⁷ Bakersfield Historic Preservation Commission, "Stepping into the Past: A Historic Walking Tour of Downtown Bakersfield" (Bakersfield, CA: Historic Preservation Commission, n.d.); Janet Wheeler, "Bakersfield Association of Realtors An Important Part of City's History," *Bakersfield Magazine*. October 1995.

3.9.2. Housing during the Great Depression and New Deal

The 1920s proved a successful decade for the city and its environs. By 1918, development of Bakersfield had extended to the south and west. Annexations of outlying areas were becoming more frequent, and vacant land was subdivided into tracts for new construction. In 1923 and 1924, nearly 7,000 people and hundreds of acres of land were brought within the city limits through annexations. The population grew to 34,000 by 1929, and the city had 12,553 miles of streets within its 4,500 acres. Developers added the West Park Subdivision (on the northwest corner of Chester Lane and Oleander Avenue) and the Borgwardt Tract (southeast of downtown) to the city.³⁸ Both of these subdivisions are outside of the project study area. In 1924, the Virginia Tract was laid out, and throughout the rest of the decade 17 houses in this subdivision were built in the study area.

As noted above, the decade before World War II was a time of hardship across the country. Bakersfield was not saved from the Great Depression and Dust Bowl migration; however, the city continued to rebound in the second half of the decade, building not only more commercial and civic buildings but also more residences. The population influx during this time of economic trouble resulted in a significant housing shortage. The resurgence of the country in the mid- to late-1930s, however, put Bakersfield on more sound footing. Construction activity grew and the city issued a steady stream of building permits. Housing subdivision expansion was occurring in the northeast of the city (outside of the project study area), which included the development of the Alta Vista and La Cresta tracts. As noted above, by 1940, Bakersfield's population was 74,000, and new residential development spread north, south and east of downtown.³⁹

Houses in the survey population for this project reflect these prewar trends. Only eight houses in the survey population were constructed between 1930 and 1935. Between 1936 and 1941, 34 houses in the survey population were constructed. Developers subdivided and built on several tracts during the 1930s. The pre-World War II tracts within the survey population are Tract 1010 (Map Reference No. 05-02, see Figure 10), Tract 1061 (Map Reference No. 04-11) and Tract 1149 (Map reference No. 05-21). In addition, houses continued to be built in the Virginia Tract. Unsurprisingly, the war years proved slow for housing construction. Fewer than a dozen houses in the survey population were built between 1942 and 1945.

³⁸ Bailey, *Heart of the Golden Empire*, 89; "May Annex Suburbs of Valley City," *Los Angeles Times*, 4 Jan. 1923; "City of Bakersfield Annexes Territory," *Los Angeles Times*, 8 May 1924; "Street Map of Greater Bakersfield, Kern Co., Calif.," (Bakersfield, CA: M.R. Parra & Co., 1917).

³⁹ Bailey, *Heart of the Golden Empire*, 91-93; Stein, *California and the Dust Bowl Migration*, 21-24, 51; *City Manager Annual Report* (City of Bakersfield, 1935), 38; *City Manager Annual Report* (City of Bakersfield, 1936), 35; *City Manager Annual Report* (City of Bakersfield, 1941), 17-18; Chris Brewer, *Historic Kern County: An Illustrated History of Bakersfield and Kern County* (San Antonio, TX: Historical Pub. Network, 2001), 78; City of Bakersfield Planning Commission, *Greater Bakersfield Area Urban Growth Map* (1950).



Figure 10: 1916 Roosevelt Street built in 1937 in Tract 1010 (Map Reference No. 05-02).

3.9.3. Post-World War II Residential Housing Expansion

The post-World War II period was by far the most expansive time for residential construction in Bakersfield, at least to that time. As discussed earlier, the successful economy in the postwar years was based on a number of factors. Among these was the return of veterans and an increased number of California residents. Such a great influx of people demanded increases in housing stock.

Kern County and Bakersfield experienced a housing shortage so severe that the Southern Pacific provided 50 portable homes for those families most in need and the Bakersfield Service Center offered shelter to more than a hundred desperate families. In May of 1946, 300 people in the neighboring town of Oildale applied for 90 emergency housing units converted from military buildings. In December, 600 families sought 140 housing units in Bakersfield. In early 1947, 200 buildings at the decommissioned Minter Field were opened, housing 400 families. Throughout the decade, Kern County's population remained greater than the available houses; years passed, however, before supply caught up with demand.⁴⁰

By the late 1940s, developers began a campaign to close the housing gap. Low interest rates, fixed mortgages for longer terms, and reduced down payments for veterans contributed to the rise in demand for housing, and resulted in increased development. Twenty square miles of new homes were built in Greater Bakersfield from 1945 to 1955, a decade when the county's population more than doubled. Approximately 12,000 new dwellings were built from 1950 to 1955. During that same span, there were 23 new tract developments and a population gain of over 17,000. Many of the mid-century subdivisions were originally outside the city limits. Buildable land was sparse and expensive in Bakersfield, and city ordinances had been passed to more-strictly regulate new construction. In response, developers focused their interests just beyond the city's legal boundaries. Only one-third of the greater Bakersfield populace lived

⁴⁰ "Kern Homes Crisis Aired," *Los Angeles Times*, 7 December 1945; "Three Hundred Veterans Join Rush for 90 Homes," *Los Angeles Times*, 22 May 1946; "Shutdown on Veterans' Housing Project Averted," *Los Angeles Times*, 28 December 1946; "Minter Field Units to House 400 Families," *Los Angeles Times*, 2 February 1947; "Housing Pact Canceled by Bakersfield," *Los Angeles Times*, 7 March 1952.

within the city limits at this time.⁴¹ Several postwar housing tracts built in and around Bakersfield are in the survey population for this project (see Table 1). While developers continuously built up tracts, the concentration of houses in the study area reflects a surge in building during the 1950s. Hundreds of residences in several tracts built between 1950 and 1955 are in the survey population (see Figures 11-13). In the 10 years following 1955, developers did not build nearly as many houses in the study area. Only two tracts (Tract 1915 and 1938, Map Reference Nos. 07-11 and 09-11, respectively) were added, and less than two dozen houses in these two subdivisions are in the study area.

Table 1: Postwar subdivisions in survey population.

Tract No.	Dates of Construction⁴²	Map Reference No.
1235	1946-50	05-03
1397	1948	09-04
1402	1949-54	05-22
1492	1950-51	02-02
1503	1949-51	03-02
1522	1950-57	09-21
1527	1950	05-28
1530	1950	10-10
1549	1950	05-30
1562	1951-55	08-05
1579	1951	08-11
1610	1952	15-04
1750	1955	09-20
1753	1955	09-20
1915	1957-61	07-11
1938	1957-60	09-11

⁴¹ Chris Brewer, *Historic Kern County*, 78-79; “Big Population Increase Noted,” *Los Angeles Times*, 8 May 1955; Ron Taylor, “Annexation or None, Bakersfield Area Moves Toward Regional Planning,” *Fresno Bee*, 5 March 1956.

⁴² See the Department of Parks and Recreation’s 523 Forms in Appendix B for construction history of these tracts.



Figure 11: 11 Oakdale Drive located in Tract 1397 (Map Reference No, 09-04). This 1948 house represents one of a handful of Minimal Traditional types used in this housing tract.

Development along the margins of Bakersfield led to annexation movements in the postwar period. Spurred by a lack of city services for Kern County residents, strained continuity between Kern County and Bakersfield areas, and the city's financial loss in property taxes, annexation seemed the most logical option for both residents on the city's margins and for city planners. In 1956, however, voters rejected by a nearly six-to-one margin one such annexation proposal that would have made Bakersfield the largest city in the San Joaquin Valley. A wealth of anti-annexation leaflets circulated the city during this time, and though preliminary annexation propositions were often defeated, Bakersfield nevertheless continued to grow in terms of total area. Many outlying subdivisions eventually became part of the city through numerous smaller annexations, but several areas in the metropolitan area remain unincorporated county land.⁴³

Most of these subdivisions were similar in terms of planning, layout, and design, relying on curvilinear street patterns, cul-de-sacs, and relatively small houses on small lots. In many cases the designs of one tract are virtually repeated in others, despite the fact that they were planned, designed, and built by separate companies. Such subdivisions have analogs throughout the state of California, the decade following World War II being a time of great population growth, demand for housing, and urban development. The typical house in these subdivisions was a rectangular structure, commonly unadorned, usually 900 to 1,100 square feet, with an attached one-car garage. Such simple houses can be seen in Sacramento (for example, in the North Sacramento area built up immediately after the war), Davis (neighborhoods from the early 1950s being constructed to accommodate returning veterans), as well as in large numbers of such developments in the Bay Area and Los Angeles-San Diego urban area.

The practice of subdividing land to construct a collection of similar "tract" houses did not become widespread until after World War II. Prior to the war, developers instead sold lots to individual buyers who then built their own "custom" home. These houses may have been modeled after a common architectural design or designed by a local architect in his or her own

⁴³ "Annexation is Defeated in Bakersfield Vote," *Bakersfield Californian*, 6 June 1956; "New Kern County Housing Projects Given Approval," *Los Angeles Times*, 22 Nov. 1955; "Site Work Underway for Industrial Park," *Los Angeles Times*, 8 Oct. 1961; "Kern County Building Activity Spiraling Up," *Los Angeles Times*, 25 April 1954; "Big Building Year Seen for Kern County," *Los Angeles Times*, 13 Nov. 1955.

identifiable style, but they were generally not architecturally interrelated. Before 1945, subdivisions predominately had rectilinear street configurations and parcels were, for the most part, uniform in size and shape. The trends in residential development changed, however, during the postwar era. Subdivision planners began to employ curvilinear and cul-de-sac streets, both to enhance aesthetics and control the traffic speeds. Lot sizes decreased and a boom in housing demand led to the mass production of building materials, more rapid building construction, and a uniformity in building designs. An entire subdivision could be developed within a year, and the houses generally looked the same, or at least shared similar characteristics. Additionally, many communities had adopted reformed zoning laws to segregate uses. Each specific classification (residential, commercial, industrial) was allocated to certain areas with stipulated development standards and limitations. For example, single-family residences were no longer constructed adjacent to a commercial strip or industrial yard.



Figure 12: 4520 Frazier Avenue, built in 1952, is part of Tract 1610 (Map Reference No. 15-04).



Figure 13: 113 Dunlap Street, built in 1955, is part of Tract 1750 in Stockdale Manor (Map Reference No. 09-20).

While there is a commonality in design and general history shared by most such postwar subdivisions, a few have histories that exhibit important historic themes beyond the ubiquitous category of postwar residential development. Three tracts exist in the project study area that have histories that rise above the common story—property subdivision, design, and build groups of similar structures. The first, Rancho Vista (Tract 1522, Map Reference No. 09-21), features prefabricated houses built using factory techniques. The second, Washington Park (Tract 1492, Map Reference No. 02-02), was built to provide housing for African American veterans. The last, Stockdale Manor (Map Reference No. 09-20), was planned later in the period and used the skills of a team of Southern California architects with experience in large subdivisions.

3.9.3.1. Rancho Vista, Tract 1522

Tract 1522, also known as Rancho Vista (Map Reference No. 09-21), was developed between 1950 and 1952, with a limited number of houses added between 1953 and 1957. Bakersfield brothers Roland and Hugh Curran worked together to subdivide and develop the plot of land. Roland Curran, who owned the property, had it surveyed and prepared with streets and landscaping, while Hugh Curran provided prefabricated homes for the tract. The houses were built at Hugh Curran's Mobilhome Corporation factory in East Bakersfield and transported by truck to the tract as single, finished units. The houses were placed on their concrete foundation at

their Rancho Vista lots and connected to local utilities. The neighborhood was developed with streets, sidewalks, curbs, and landscaping.

Prefabrication in the housing industry has a long history. As long as its history is the list of different meanings of the term prefabrication. It can refer to a process whereby some parts of a house are manufactured and assembled in a factory, such as wall units or windows and doors. It can also refer to assembling the entire house on the factory floor before shipping it whole to the site, or whole-house prefabrication. Most often, it refers to a process in which a manufacturing company controls the development of all or nearly all parts of a house, assembles them into a limited number of large pieces such as completed roof sections, wall units, floor units, doors, and windows and delivers them to the house site. Because much of the work is completed in the factory, the parts are then quickly and efficiently assembled on the property.⁴⁴

In the broadest sense, prefabrication has been used in America for centuries. British fishermen shipped a panelized wood house to the colonies in the seventeenth century; this prefabricated house was disassembled, moved and reassembled several times. The Gold Rush in California provided another impetus for prefabrication as whole communities sprang up nearly overnight; however, this trend faded as settlers began exploiting the surrounding natural resources for building materials. In the early twentieth century, an early form of prefabrication became increasingly important in the housing industry. The pre-cut house utilized several aspects of prefabrication to efficiently increase the housing stock in America during the first couple decades of the century. These houses were sold through catalogs by national firms like Sears-Roebuck and The Aladdin Company, and local operations like Pacific Ready-Cut Homes based in Los Angeles. These firms prepared architectural plans and designs, manufactured lumber, hardware and appliances, and shipped the unassembled pieces to the house site where a contractor would build the house. The factories often employed assembly lines to prepare lumber and hardware, and frequently assembled elements of the house, such as doors and windows, at the factory. Other parts were numbered to make the final assembly process easy. This was an important step in prefabrication, and the housing industry as a whole, because it brought wide-scale, factory production and standardization to home building. In 1925 Pacific Ready-Cut reported making 25 houses a day in its Los Angeles plant.⁴⁵

By the 1920s, some in the housing industry were seeking to streamline house-building even further than the pre-cut house method. Albert Farwell Bemis, who owned a company that manufactured several parts of houses, began investigating constructing houses in factories, instead of onsite. After several years of research and testing, Bemis eventually drew up at least 22 separate prefabricated house plans, which he called systems. These systems included a variety of materials, including solid wood panels, plywood panels, poured concrete, gypsum blocks and steel panels. Bemis designed his systems to be completely or nearly completely assembled in the

⁴⁴ Burnham Kelly, *The Prefabrication of Houses: A Study by the Albert Farwell Bemis Foundation of the Prefabrication Industry in the United States* (London: Chapman & Hall, Ltd., 1951), 1-4; Sherman H. Maisel, *Housebuilding in Transition: Based on Studies in the San Francisco Bay Area* (Berkeley, CA: University of California Press, 1953), 49;

⁴⁵ Kelly, *The Prefabrication of Houses*, 7, 9, 11-12; Carolyn Patricia Flynn, "Pacific Ready-Cut Homes: Mass-Produced Bungalows in Los Angeles, 1908-1942," M.A. Thesis, University of California, Los Angeles, 1986, vii, 1; Pacific Ready-Cut Homes, Inc., *Pacific's Book of Homes*, vol. 25, n.p. 1925, 15.

factory. His work never materialized into the actual production of consumer-ready houses, but his research and development efforts contributed greatly to the field of prefabrication.⁴⁶

The prefabrication method developed substantially during the Great Depression and World War II eras, during which the economic collapse created a market for low-cost housing, federal jobs programs required moveable camp houses, and the demands during the build-up for war created a great need for efficient military housing. Under President Roosevelt's New Deal programs, government agencies began to experiment with prefabrication. In one case, the Tennessee Valley Authority, charged with broad authority over managing resources, solved the problem of cost-effective and semi-permanent housing for workers by developing a demountable section house that was factory-assembled in four separate sections, delivered by trucks to project sites and then completed onsite. These structures were fully constructed on a factory assembly line, complete with electric, heating and plumbing. The first of these houses was used in 1940, and soon after other agencies used the same designs for housing. They were even used for the Manhattan Project at Oak Ridge, Tennessee.⁴⁷

The private sector also stepped up efforts to produce prefabricated houses. By the 1930s, the economic woes of the Great Depression led many industries to seek new and innovative ways to lower the cost of the production and expand their potential markets. Several steel companies, like U.S. Steel Corporation, that were operating a fraction of their previous capacity because of the economic collapse started manufacturing houses or making parts that could go into a prefabricated home. In addition, it appeared a lower income market that could help support this new product was on the rise. By 1935, *The Architectural Forum*, which made a point of keeping a close eye on prefabricated houses, reported that 33 different house systems were commercially available, nearly half of which were steel-frame structures. Despite the efforts of the manufacturing industry, production of prefabricated houses before World War II remained slow. Indeed, fewer than 10,000 houses were produced for private use between 1935 and 1940.⁴⁸

Travel trailer manufacturers joined the housing industry in preparing plans for prefabricated homes. Unlike other industries, the travel trailer industry had gained a level of success in the 1930s. For starters, some companies had already begun developing portable trailers that could be used as a primary home. These less expensive dwellings were well-received among people who could not afford to purchase or rent a house, or who desired the ability to move from town to town in search of work or while on vacation. This led directly to the Durham House, a design from two University of Illinois architecture professors that featured a completely prefabricated home that could be delivered to a semi-permanent or permanent home site where it would be placed on a concrete foundation. The base unit was 25 feet long and 8 feet wide, but could be expanded to a double-wide house. However, its relationship to travel trailers, which had yet to be fully accepted as a viable housing option by the public, crippled the Durham House's chances of ever being produced.⁴⁹

⁴⁶ Kelly, *The Prefabrication of Houses*, 21-24.

⁴⁷ Kelly, *The Prefabrication of Houses*, 37-38; Allan D. Wallis, *Wheel Estate: The Rise and Decline of Mobile Homes* (Baltimore: The Johns Hopkins University Press, 1991), 98-99, 101-102.

⁴⁸ Kelly, *The Prefabrication of Houses*, 29, 49-50.

⁴⁹ Wallis, *Wheel Estate*, 65-66.

During World War II, prefabrication became a crucial element in quickly erecting a large number of structures, including barracks and other housing facilities, for the increasing troop levels required by mobilization. As the military demanded not only houses but hangars, warehouses, offices, and two-story buildings, prefabricators were encouraged to expand their previously limited designs. They began experimenting with new materials and improving the use of others. In doing so, they were provided an opportunity to see how each system held up to the conditions of different climates. As many as 200,000 prefabricated housing units were produced during the war; although, this figure paled in comparison to 1.6 million total housing units erected for the war effort. Nonetheless, this growth in the industry set the stage for the development of prefabrication in house-building during the postwar period, when returning veterans and a growing population put unyielding demand on the housing industry, which had been stagnant during the war years.⁵⁰

While the vast majority of houses built for residential tracts were developed using traditional methods of construction, some developers employed new techniques, including prefabrication, to answer the housing shortage. In most cases, houses were built onsite by a construction crew. Materials were shipped to the site, and while some pieces might have been prefabricated, most of the construction was done at the house's final location. As the trend toward greater use in prefabrication culminated in several successes during the Great Depression and World War II, some private companies believed that prefabrication was a solution to the housing need. In 1946, 280 companies were involved in prefabricating homes. Prefabricators were predominately located on the West Coast, especially around Los Angeles and San Francisco. The interest in prefabricated houses never materialized, however, and by 1948 prefabricators supplied only about 40,000 houses a year nation-wide. Nonetheless, the industry association, maintaining an optimistic outlook, estimated that prefabricators had the potential and resources to produce three times that many.⁵¹

In Bakersfield, Mobilhome was developing its own technique for prefabricating houses. It went on to produce thousands of houses for individuals, local and federal government agencies, and, in one case, an entire residential tract known as Rancho Vista or Tract 1522.

Hugh Curran started Mobilhome after being approached by an oil prospector who wanted a house at a Kern County site where he was seeking oil. If the well proved dry, the oilman told Curran, he wanted to be able to pick up his house and move it to a different site. Curran's assignment seemed clear: develop a complete, solid house that could be transported as a single unit on the back of a truck from its original site to a different location. As Curran needed to build this house so that it could withstand being moved, he wondered if it might be more cost-effective to prefabricate the structure in a factory-like setting and transport it to the site.

Curran reflected on his time in the military during World War II, when as a construction engineer he designed a system for manufacturing and moving buildings. Prefabricated houses were a perfect fit for the military; it seemed like an ideal solution for the oilman. Could it also help Bakersfield meet its vast need for more housing? Curran began to develop a system that included an assembly line factory where a limited number of workers could quickly construct a

⁵⁰ Kelly, *The Prefabrication of Houses*, 55-60.

⁵¹ Kelly, *The Prefabrication of Houses*, 303-305; Wallis, *Wheel Estate*, 104.

complete house. Tools and materials would remain at the factory, reducing the need to transport heavy lumber, siding, and interior fixtures to every housing site. The homes would need to be built to local codes, meet federal standards so customers could obtain GI Bill loans, and satisfy labor union requirements. The assembly line would reduce the number of workers, so Curran could afford skilled union labor. Moreover, Curran needed a sturdy, well-built house, not dissimilar to the on-site constructed dwellings, so they could withstand the move from the factory to the site. Where 2-inch by 8-inch floor joists were standard, Curran used 2-inch by 12-inch lumber. He reinforced walls and floors with crossing steel straps and had plumbing and electric inspected before the house was delivered. These measures met or exceeded requirements by local codes and the Federal Housing Authority, and therefore helped qualify home-buyers for federally backed loans.⁵²

Curran began testing the operation in 1946. His experience originated with his family's Bakersfield Sandstone and Brick Company, a fixture in the local construction industry, and he had spoken authoritatively on issues of federal housing policy before the war. By 1948, as the prefabrication industry was slowing down, Curran perfected his home-building method. Around 1947 or 1948, Curran purchased an empty lot in East Bakersfield, near his family's sandstone and brick factory, and built a 600-foot-long assembly line featuring two rows of rollers, on which the houses would move through the factory. He noted in several contemporary news articles and advertisements that he had filed a patent claim on his method and designs.⁵³ By May 1948, Curran had four separate house designs, ranging in price from \$3,950 to \$6,975, an amount that included the cost of moving the structure within 10 miles of the factory. At 1,144 square feet, the largest house had three bedrooms, a living room, dining room, kitchen and bathroom. All homes came with an installed kitchen with cabinets and countertops, bathroom, water heater and furnace.

By November of that year, the plant produced five different floor plans ranging from a 576-square-foot one-bedroom model that cost \$4,700, to a 1,144-square-foot three-bedroom for \$9,150. The purchase price covered everything but the lot, and buyers could customize the style and finishes of their home. If a customer wanted a chimney, it could be built onsite after delivery. For delivering the houses, Curran used a local trucking company, M and M Moving Company, which had developed a special rig known as a tricycle that carried the 10-ton, 26-foot-wide houses. The tricycle, with two rear wheel sets and one set up front, was towed by a heavy-duty truck. This system allowed Curran to transport homes hundreds of miles to places like Fresno and the Cuyama Valley where employees of the Richfield Oil Company were creating a new community. While he called his company Mobilhome, Curran realized the need to differentiate between prefabricated trailer homes, which were perceived to be flimsy, and the

⁵² "Assembly-Line Houses Hit the Road," *Popular Science*, June 1949, 113-118; "A Visionary Builder," *Bakersfield Californian*, 28 July 1982.

⁵³ Research in US Patent Office records did not reveal the patent. U.S. Patent Office, *Official Gazette of the United States Patent Office* (Washington D.C.: Government Printing Office, 1946-1955); U.S. Patent Office, *Index of Patents Issued from The United States Patent Office* (Washington D.C.: Government Printing Office, 1946-1955); Google.com, "Google Patents Beta," original data from U.S. Patent Office, accessed 6 December 2011.

permanent homes he constructed. The company's advertisements announced "Not prefabricated."⁵⁴

While innovative, Curran's Mobilhomes do not appear to be the first prefabricated homes that were entirely constructed at a factory and shipped to the site. Goodyear, the tire company, developed a low-cost, permanent house that was factory-built and delivered on a truck. Goodyear's homes, known as the Wingfoot, were 8 feet wide during transport, but once onsite the bedroom wings could be expanded to 15 feet wide, giving it a T shape. An even larger number of homes were mostly assembled in the factory, with only finishing touches to be added on site. Companies shipped some parts, like cabinets, windows, trim and doors, to the site where they would be installed after the house was on its foundation. This was done because these companies also applied exterior features such as siding, roofing, and paint, as well as interior elements like wallpaper, flooring and plaster onsite instead of in the factory. Even in cases where floors, roofs and interiors were completely fabricated in the factory, many companies still elected to put exterior paint on at the site because of the risk of damaging the paint during transportation and the time it took for the paint to dry.⁵⁵

While they might not have been the earliest complete factory-built prefabricated homes, Curran's Mobilhomes were among the most advanced example of the type. He felt so confident about his product that in July 1949, Curran announced plans to take his corporation nationwide. In fact, the technique became widely popular and Curran established factories in cities throughout the country. Mobilhomes were virtually indistinguishable from a standard on-site built wood-frame house. In appearance, size and quality, Mobilhomes far surpassed earlier versions of complete prefabrication, and helped solve the housing shortage in many cities throughout the country. In 1949, Curran had begun or completed construction on 12 additional plants in major cities, including Milwaukee, Reno, Sacramento, and Phoenix. The oldest two plants, in Bakersfield and San Jose, had already constructed more than 650 homes by this time, and the Milwaukee factory planned an enlargement to increase output from one house a day to three.⁵⁶

As Hugh Curran was constructing and selling his houses, his older brother, Roland Curran, purchased a parcel of land in the southwest section of Bakersfield. Roland, once a foreman with Kern County Land Company, was active in water resources development in California and the West, and helped promote California's Central Valley Project. In 1949, he submitted mapping for Tract 1522 to the Kern County Recorder that depicted his plan for the Rancho Vista subdivision. The tract, on what was once Kern County Land Company property, was bound by Stockdale Highway to the north, Stine Road to the east, Quarter Avenue to the south, and McDonald Street to the west. Curran announced in May 1950 that he was working with his

⁵⁴ "Assembly-Line Houses Hit the Road," *Popular Science*, June 1949, 113-118; Mobilhome advertisement, *Bakersfield Californian*, 8 May 1948, 3; "Fine Homes to Roll off Production Line," *Bakersfield Californian*, 6 November 1948, 10; "Mobilehomes Adequate Housing Answer for Cuyama Valleyites," *Bakersfield Californian*, 24 March 1951, 5; "Bakersfield Enterprise," *Bakersfield Californian*, 19 February 1949, 4; "Conventionally Built Homes From an Assembly Line," *American Builder*, Volume 71, issue 8 (August 1949), 94-95, 164, 166; "Rival for Prefabs," *Forbes*, Volume 64, issue 2 (July 1949), 14; "Assembly-Line House-Builders," *Fortnight*, Volume 6 Number 5 (March 1949), 17. A cursory look at "New Cuyama" using internet imaging shows that there are identical houses at that location to those in Tract 1522, Rancho Vista.

⁵⁵ "Looking at Outstanding Prefabs," *Popular Science*, August 1946, 73; Kelly, 316-318.

⁵⁶ "Mobilehome Group Spreads Operations Through U.S.," *Bakersfield Californian*, 9 July 1949, 13.

brother Hugh to develop the Rancho Vista sites with Mobilhomes. A complete package—house, lot and delivery—would cost from \$8,125 to \$10,200; or a buyer could acquire the lot only, with sidewalks, lawn and trees, for \$1,150 to \$1,300 and arrange for construction on his or her own. In March 1951, Rancho Vista was nearly half full of Mobilhomes, and was planned to be a 100 percent Mobilhome community. In August, the Currans had only a few lots left.⁵⁷

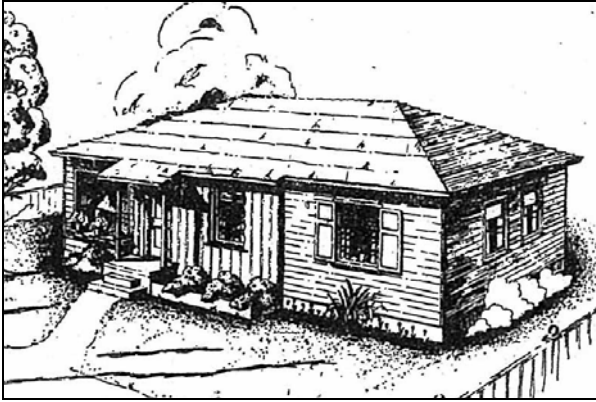


Figure 14: Example of a Mobilhome Corporation house in late 1948.⁵⁸



Figure 15: 117 Jones St. in Tract 1522 (Map Reference No. 09-21). This residence, built in 1950, is nearly identical to the example at left.

Success with the Rancho Vista subdivision and other projects led to a few notable events for Hugh Curran's business in the 1950s. In late 1951, Curran developed a markedly different model that emphasized modern architectural elements while maintaining the factory construction system that worked in the past. The company installed a display of the new house at the Kern County Fair. It featured a low-slung, side-gable roof with a wide eave sheltering the carport. A floor-to-ceiling plate-glass window was said to create the indoor-outdoor living that had become a standard feature in California house designs. Inside, the ceiling beams were exposed in the living room. On the heels of revealing their newest designs, the US Housing and Home Finance Agency elected to include Mobilhome in its study of potential companies for large-scale federal housing projects. The company's various franchise operations were also performing well. The Phoenix branch was awarded a federal defense housing project to construct 100 houses at a mining community known as Bagdad, and the company opened a Tucson branch to fill a \$700,000 order for 100 houses to provide housing for a refinery complex.⁵⁹

⁵⁷ Roland Curran obituary, *Bakersfield Californian*, 21 June 1985, E21; Kern County Recorder, Maps Book 7, Page 62, "Tract No. 1522," 29 December 1949; "Currans Show Faith in Rancho Vista by Putting Home There," *Bakersfield Californian*, 20 May 1950; "Beautiful Rancho Vista Tract Has 70 Mobilhomes," *Bakersfield Californian*, 31 March 1951, 6; Rancho Vista advertisement, *Bakersfield Californian*, 18 August 1951, 3.

⁵⁸ Mobilhome advertisement, *Bakersfield Californian*, 13 November 1948, 3.

⁵⁹ Mobilhome advertisement, *Bakersfield Californian*, 22 September 1951, 9; "Mobilhome Firm to Move to New Quarters in City," *Bakersfield Californian*, 27 February 1952, 34; "Mobilhome Moves Plant to 14th and P Street Site," *Bakersfield Californian*, 15 March 1952, 3; "Mobilehome Mad U.S. Choice for Housing Studies," *Bakersfield Californian*, 1 April 1952, 17; "The Portable House," *The Journal of Housing* August 1952, 262-266.



Figure 16: Later examples of Mobilhome houses in Tract 1522 (Map Reference No. 09-21), showing 20 Curran St. (left) and 12 Jones St. (right), built in 1957 and 1955 respectively.

Mobilhomes had developed prefabrication into a desirable product, but the halcyon days of Curran's Bakersfield plant were coming to an end. Rancho Vista appears to be the only Bakersfield subdivision supplied entirely with Mobilhomes. While it sold well, some lots remained vacant in 1955, when the company noted that 22 homes sites were available. Within a few years, Mobilhome advertisements highlighted the company's commercial buildings, particularly for oil companies, and articles drawing attention to the company in the local newspaper nearly ceased altogether. Projects that were featured in the *Bakersfield Californian* noted Mobilhome's work on school buildings, usually done in conjunction with well-known local architects.

The Currans joined other housing industry leaders to develop the northeast section of the city known as College Crest, where Mobilhome constructed some of the houses and apartment buildings. By this time, Mobilhome had developed techniques for joining several sections together on site, making a four-section one-story apartment building possible. However, most of the houses in College Crest were custom or semi-custom built homes, featuring L- and H-shaped footprints and a wide variety of stylistic elements. One of the final large projects for Mobilhome was a contract in the late 1950s with the Bureau of Reclamation to build 200 houses at the construction site of the new Glen Canyon Dam project in Arizona. In 1964, the company announced an auction of surplus equipment and supplies. Curran was reported to have sold his business in 1969 to American Homes Industries, serving as chairman of the company. However, when Roland Curran died in 1985, he was reported to have been busy putting final touches on Mobilhome.⁶⁰

3.9.3.2. Washington Park (Tract 1492) and Housing for African American Veterans

As noted above, 20 square miles of new, largely residential development took place between 1945 and 1955 as the city's boundaries began to expand and landowners converted outlying agricultural land to residential tracts. This included large portions of the land directly south of Brundage Lane and east of Union Avenue, which was partially subdivided as Tracts 1268, 1492 and 1503 by the end of the 1940s, and was mostly developed soon thereafter. Prior to this time, this area was wholly agricultural with only one paved street (Ohio Drive) and a handful of

⁶⁰ Rancho Vista / Mobilhome advertisement, *Bakersfield Californian*, 30 July 1955, 4; Mobilhome advertisement, *Bakersfield Californian*, 12 October 1957; Mobilhome advertisement, *Bakersfield Californian*, 13 October 1958; "Mobilhome Gets U.S. Contract," *Bakersfield Californian*, 9 November 1957, 3; Hugh Curran obituary, *Bakersfield Californian*, 28 July 1982; Roland Curran obituary, *Bakersfield Californian*, 21 July 1985, E21; "A Visionary Builder," *Bakersfield Californian*, 28 July 1982.

residences. Martin Martin Sr., of B&M Cattle Company, owned and subdivided the land that became Tract 1492 (Map Reference No. 02-02) in 1949 and sold the subdivision to J.L. Dandy & Company, who develop it as a residential tract from 1950 to 1951. An immigrant from France, Martin was born in 1863 and arrived in Bakersfield in 1882. In 1910 he and his wife, Anastasia, and their six children lived on their ranch along Brundage Lane, southeast of Bakersfield. It seems likely this Brundage Lane ranch is the same as the house listed as the Martin's 821 East Brundage Lane residence in a 1936 city directory. They lived at this house until around 1949, when they moved to Alta Vista Drive. Martin Martin Sr. died in 1955; Anastasia died in 1961.⁶¹

By the time the Martins subdivided their ranch in April 1949, the area north of Brundage Lane, east of Union Avenue and south of California was known the Sunset-Mayflower or Cottonwood Road District, a neighborhood that had been predominately populated by African Americans for more than thirty years. The Martins never developed any part of Tract 1492, nor did they sell any lots. A few months after filing the map for Tract 1492, they recorded a covenant with the county allowing only Caucasians to live in the subdivision. It is likely that the race restrictions they placed upon this tract in an area that was becoming more racially diversified may have impeded its development and resulted in the Martins selling the entire subdivision to J.L. Dandy & Company in April 1950.⁶²

Dandy & Company began working in the home-building industry in 1947. The following year, the company was constructing a subdivision in what was known as the Virginia Colony, near the corner of Mt. Vernon and Potomac avenues. They built 75 two- and three-bedroom homes in that subdivision, and like many home-builders, could help secure home loans for veterans. Just over a year after moving into a new office on Chester Lane in 1949, Dandy & Company started work on Tract 1492, which was thereafter known as Washington Park. The tract was located directly south of Brundage Lane, east of Madison Avenue and northwest of Southern Pacific's Sunset Branch tracks and included portions of Hayes and Kincaid, and Derrell Avenue.

The tract appears to have been finished the following year, although several of the original lots near Brundage Lane were left undeveloped or, like the house that was likely the Martin residence at 104 South Kincaid, retained older buildings. The lots along the south side of Hayes Street were split up so that 14 houses could be built on the six original lots. The properties were not developed with landscaping; instead, Dandy & Company offered prizes to home-owners with the best yard. Loans were secured for veterans who could not afford a down payment, but houses were also available to non-veterans. Dandy & Company would continue to develop homes and subdivision throughout much of the postwar period, growing into one of several large home-

⁶¹ *Polk's Bakersfield California City Directory* (Los Angeles: R.L. Polk and Co. Publishers, 1936, 1943, 1949, 1951); Bureau of the Census, *Twelfth Census of the United States, 1900* (Washington, D.C.: National Archives and Records Administration, 1900), Kern County, Enumeration District 30, Sheet 6; Bureau of the Census, *Thirteenth Census of the United States, 1910* (Washington, D.C.: National Archives and Records Administration, 1910), Kern County, Enumeration District 29, Sheet 6B; Bureau of the Census, *Fifteenth Census of the United States, 1930* (Washington, D.C.: National Archives and Records Administration, 1930), Kern County, Enumeration District 15-64, Sheet 20A; "Obituary Notices: Martin, Martin Sr.," *Bakersfield Californian*, 27 August 1955, 22; "Obituary Notices: Martin, Anastasia," *Bakersfield Californian*, 4 May 1961, 58.

⁶² Kern County Recorder, Restrictions, Book 1648 Page 81, September 26, 1949.

builders in Kern County. The company also operated under the direction of James F. Dandy. By the 1960s, the company changed its name to Dandy Homes, Inc.⁶³

While a December 1950 newspaper article reported that the subdivision was “the first major effort to provide adequate homes” for African American families in Bakersfield who wanted “a substantial dwelling with pleasant surroundings,” it appears that other than removing the clause in the covenant that restricted minorities from living in Washington Park, Dandy did not actively promote this subdivision to the African American community. Nevertheless, the fact that a designed housing tract was being constructed on the outskirts of a minority neighborhood was likely all the advertisement necessary to attract African American buyers.⁶⁴

The development of Washington Park (Tract 1492) appears to have addressed a serious problem facing many African Americans in Bakersfield (see Figure 17). As homebuilders rapidly responded to the great demand for homes, many of the new residential subdivisions included restrictions on who could purchase a home based on race. And when these restrictions were not legally established, social rules prevented integration of neighborhoods. As neighborhoods quickly rose from the fields around Bakersfield for white buyers, few new homes were built to house African Americans. Moreover, as white veterans throughout the country gained widespread access to federal programs providing assistance in attending college, obtaining jobs and buying homes, African American veterans found limited access to these government services.



Figure 17: Examples of residences in Tract 1492 (Map Reference No. 02-02), showing 124 S. Kincaid Street (left) and 111 Madison Street (right), both built in 1950.

The problem in Bakersfield was seldom highlighted in the city’s main newspaper. The housing shortage for African Americans was noted in January 1946 when one report declared that the

⁶³ J.L. Dandy & Company advertisement, *Bakersfield Californian*, 11 March 1948, 6; J.L. Dandy & Company advertisement, *Bakersfield Californian*, 8 January 1949, 6; Washington Park / J.L. Dandy classified advertisement, *Bakersfield Californian*, 23 September 1950, 22; “Bright Future Seen for Dandy Houses in Washington Park,” *Bakersfield Californian*, 16 December 1950, 3; “Lou Mar Village on Wible Road Opens,” *Bakersfield Californian*, 13 January 1962, 4; “Dandy Homes, Inc., Enter Low-Cost Housing Field,” *Bakersfield Californian*, 10 November 1962, 6; “New Subdivisions Started,” *Bakersfield Californian*, 9 March 1963, 8, 10; “Westhaven Custom Homes Hold Open House Sunday,” *Bakersfield Californian*, 12 October 1968, 9A.

⁶⁴ Advertisement, *Bakersfield Californian*, August 5, 1950, 21; Advertisement, *Bakersfield Californian*, August 11, 1950, 33; Advertisement, *Bakersfield Californian*, August 18, 1950, 33; Advertisement, *Bakersfield Californian*, August 25, 1950, 29; Advertisement, *Bakersfield Californian*, January 3, 1950, 27.

vast majority of the 6,000 African Americans lived in poor conditions. The local Y.M.C.A. launched a survey in 1947 to uncover some of the problems facing the African American population, including housing issues. By 1949, the severe housing shortage persisted for the estimated 12,000 African Americans living in Bakersfield. Less than one percent of new houses were available to African Americans, according to an estimate by a local Federal Housing Authority official.⁶⁵

As noted earlier, postwar growth strained Bakersfield's road and highway system. This led to the construction of the State Route 58 Bypass in 1963, and a decade later, the state finished construction of State Route 58 directly south of, and parallel to, Brundage Lane. The alignment of this new highway bisected Washington Park (Tract 1492), cut through Madison Street and South Kincaid Street, and resulted in the elimination of nearly 20 parcels.

3.9.3.3. *Stockdale Manor*

Within the project study area, 120 houses were built in 1955 as part of the Stockdale Manor subdivision (Map Reference No. 09-20), a three-phase residential neighborhood developed to help Bakersfield meet the growing postwar housing demand. Some Stockdale Manor houses outside the project study area were constructed in 1956 and 1957.

As Bakersfield's builders rushed to respond to the housing demand in the mid-1950s, Charles Dunlap and Charles Morrison, owners of Dunsmor Construction Company, purchased and transformed a 58-acre swath of land north of Stockdale Highway into Stockdale Manor, a residential subdivision designed to fit Dunlap and Morrison's vision of modern living. At the time, this open land adjacent to Stine Canal contained little more than a few trees, but the property was near other postwar developments. Just south of Dunlap and Morrison's property, finishing touches were being put on a new residential neighborhood full of Ranch-style houses. A large subdivision west of Stine Canal had recently opened and hundreds of Bakersfield families quickly inhabited the residences. This part of the greater Bakersfield area was rapidly becoming a hub of residential development, meeting a demand for new houses and satisfying the desire of many Bakersfield citizens to purchase their own home. Many of the new neighborhoods featured Ranch-style houses, a popular architectural choice appreciated by developers and homebuyers alike.

The developers of Stockdale Manor, however, had something slightly different in mind. Dunlap and Morrison, who were based in the city of Buena Park in Orange County, envisioned what they called a total living experience for their home buyers. They wanted to turn each lot into an indoor-outdoor living space allowing residents to make use of every square foot. They envisioned sliding glass doors and large windows to allow natural light inside and to provide easy flow from inside the home to the outside living area. They planned for an outdoor patio with a certain degree of shelter from the hot Southern California sun, but also one that led seamlessly onto the backyard lawn. The developers believed families/occupants would be more inclined to use the outdoor space if it was built for them.

⁶⁵ Lizabeth Cohen, *A Consumers' Republic: The Politics of Mass Consumption in Postwar America* (New York: Vintage Books, 2004), 167-173; "Mass Migration Bulges Kern Housing Facilities," *Bakersfield Californian*, 28 January 1946, 9; "Survey Launched on Negro Problem," *Bakersfield Californian*, 26 March 1947, 11; "FHA Officials Describe Economy Housing Program to Kern Citizens," *Bakersfield Californian*, 16 March 1949, 19-20.

This indoor-outdoor living concept was a tenet of their larger design goal. Dunlap and Morrison wanted their homes to have a Contemporary design, a trend that was becoming increasingly popular in postwar Southern California. While the Contemporary-style houses were never built in the same quantity as Ranches, numerous builders throughout the region and across the country applied the style's sleek designs to their tract homes. The architecture played on modernist themes that produced dwellings with exposed structural materials, low-pitch or flat roofs and, above all, a highly functional and efficient layout. To achieve this objective, Dunlap and Morrison hired Pasadena-based architectural firm Smith and Williams. This was a natural fit. Whitney R. Smith and Wayne R. Williams shared the developers' vision for creating a modernist subdivision. Indeed, Smith and Williams had gained a reputation for their post-and-beam modern designs in residential communities throughout Southern California.⁶⁶

In the years before Smith and Williams developed Stockdale Manor in Bakersfield's growing suburbs, the architectural team gained experience in Southern California's flourishing field of modernist architecture. Smith, who preceded Williams in the profession by more than a decade, made a name for himself as a solo architect by the 1940s. He was raised and educated in Southern California where he was surrounded by a wealth of architectural creativity. Smith was born in Pasadena in 1911, only a few years after Greene and Greene designed the city's famed Craftsman Gamble House. He studied at the University of Southern California in the early 1930s, at a time when architects like Richard Nuetra and Rudolph Schindler were transforming Los Angeles with their distinctly modernist designs. Upon graduation in 1934, Smith worked in San Francisco and on the East Coast before returning to Southern California to work with a variety of local architects. Smith's successes in the early 1940s led the creators of the Case Study House program to hire him to design two houses. In accepting the commission, Smith joined the ranks of Charles Eames, William Wurster and Neutra, all of whom designed widely acclaimed houses for the program.⁶⁷

The goal of Case Study House, documented in *Arts + Architecture* magazine, was to engage celebrated architects to develop relatively affordable modernist houses that could be used as models for larger residential housing projects. The hope was to influence the way builders designed houses in the postwar residential boom. It was a success in promoting modern architecture, but the program did not directly bring about a broad change in residential architecture. Smith's two designs appeared in *Arts + Architecture* in 1945 and 1946, but neither was actually built. Nevertheless, many architectural elements featured in his and other's designs were employed in postwar subdivision houses throughout the region and country. The Loggia House (Case Study House #5), for example, featured a large central courtyard, called the loggia,

⁶⁶ "Million Dollar Tract Planned in Southwest," *Bakersfield Californian*, 29 May 1954; "Construction of 258 Stockdale Manor Residences Gets Under Way," *Bakersfield Californian*, 25 September 1954; "Kern County Leaders Hail Stockdale Manor, Total Living House Program," *Bakersfield Californian*, 23 October 1954; "Stockdale Manor Said Unusually Well Received," *Bakersfield Californian*, 13 November 1954; "Stockdale Manor Sales Pass 1 Million Mark on Preview Eve," *Bakersfield Californian*, 11 December 1954; "Stockdale Manor" [advertisement], *Bakersfield Californian*, 9 May 1955; "Ted Smith Wins Stockdale Manor Sales Manager," *Bakersfield Californian*, 14 May 1955; "Stockdale Manor Site is Popular," *Bakersfield Californian*, 11 June 1955.

⁶⁷ Whitney R. Smith, *Architects Roster Questionnaire*, 1946; Dennis McLellan, "Whitney Smith, 91; Pioneer in Modernist Architecture," *Los Angeles Times*, 28 April 2002; Historic Resources Group & Pasadena Heritage, "Cultural Resources of the Recent Past Historic Context Report, City of Pasadena," October 2007, 96-97; W.L. Blair, ed., *Pasadena Community Book* (Pasadena: Arthur H. Cawston, 1947), 226-227.

with full-height windows and sliding glass doors that led to the separate living quarters and the garden, all situated under a flat roof. The bedrooms and living space were also linked to the outdoors with floor-to-ceiling windows and sliding glass doors. His follow-up design for the program, known as the Lath House (Case Study House #12) for its extensive use of slatted wood trellis for shade and privacy, featured an L-shaped footprint with full-height walls of glass. Indeed, the main entrance was designed as a glass door. Elements like window walls, large sliding glass doors, flat roofs, open floor plans and an emphasis on the connection between indoors and outdoors were all used with great success on large numbers of tract houses in the 1950s and 1960s.⁶⁸

While the Case Study House program failed to directly influence homebuilders, one co-operative community in the hills above Los Angeles embraced the idea of a large housing development based on modernist designs, and Smith became one of its chief architects. The Mutual Housing Authority envisioned a community of 500 houses on 800 hillside acres, all designed to fit their collective modernist ideals. The organization leaders approached several well-known architects, including Nuetra, who wanted \$10,000 for preliminary drawings, before choosing architects Smith and A. Quincy Jones and structural engineer Edgardo Contini. The goal for Mutual Housing Authority's Crestwood Hills neighborhood was to employ improved postwar home-building techniques to efficiently develop reasonably priced houses. As it was, cost overruns in developing the neighborhood bankrupted two construction companies, and the project was cut short. Indeed, while each house was projected to cost \$4,000, the cheapest totaled three times that amount.

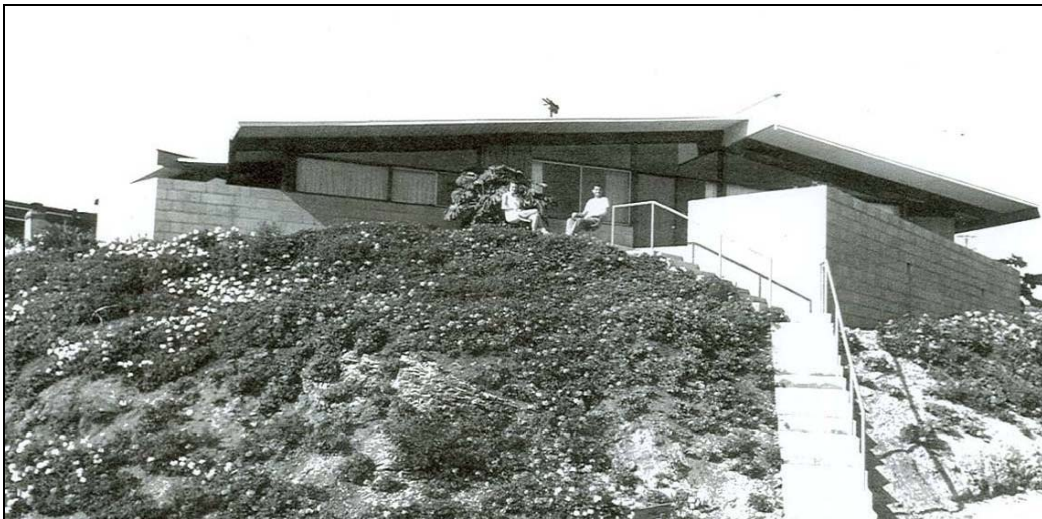


Figure 18: Hamma House, 12401 W. Deerbrook Lane, Los Angeles, Historic-Cultural Monument No. 797.⁶⁹

⁶⁸ "Case Study House #5," *Arts & Architecture*, April 1946, 44-46; "Case Study House #12," *Arts & Architecture*, February 1946, 44-47; Elizabeth A. T. Smith, ed., *Blueprints for Modern Living: History and Legacy of the Case Study Houses* (Los Angeles: The Museum of Modern Art, 1989), 22-23, 48, 57, 235; "Can We Expect 'Miracles' in Postwar Houses?" *Los Angeles Times*, 5 August 1945.

⁶⁹ City of Los Angeles, Department of City Planning, Historic-Cultural Monument (HCM) Report, accessed at http://cityplanning.lacity.org/complan/hcm/dsp_hcm_result_CityALL.cfm on June 28, 2011.

Only 160 houses were ever built to the original designs. Despite the financial miscalculations, today many of the existing houses are highly regarded for their architectural merits. Several residences, including the Hamma House at 12401 W. Deerbrook Lane (see Figure 18), are now designated Los Angeles Historic-Cultural Monuments. With its broad, low-slung roof line, exposed and projecting structural beams, and large glass walls, the Hamma House exhibits many of the elements used in Jones' and Smith's later designs. Moreover, the architects learned from the poorly executed project: Jones joined successful home builder Joseph Eichler to develop some of the most well-known Contemporary-style tract houses in the postwar California, while Smith partnered with architect Wayne Williams, who had been his student at University of Southern California and helped design some of the Crestwood Hills homes. Smith and Williams got started with several successful residential subdivisions in the 1950s but quickly broadened their portfolio with designs for commercial, educational and religious buildings. Whereas Jones appears to have substantially adopted the designs of Crestwood Hills into his Eichler Homes, Smith was a bit more reserved in his subdivisions. Instead, Smith and Williams used some specific elements, like large windows and exposed structural beams, on their modestly designed tract homes. Their somewhat conservative approach proved successful in the postwar period.⁷⁰

After forming the firm of Smith and Williams in 1949, the architects built a flourishing architectural practice in the early 1950s based in part on several successful subdivisions built throughout Southern California. While these residential neighborhoods were relatively modest in house size, cost and design compared to Crestwood Hills, they nonetheless included some of the key elements found in Smith's earlier designs. The projects consisted of a couple hundred houses with varying degrees of modernist elements. In 1954, Smith and Williams designed a well-received subdivision in the San Fernando community of Reseda. Blue Ribbon Tract was among their more elaborate subdivision projects, although it was relatively restrained in light of their other work. The houses featured open floor plans centered on a versatile playroom (Figure 19). Three wings of the house projected outward from the playroom. The master bedroom was isolated at the street-end of the house, while the living room and children's rooms flanked the play room with access to the backyard. Sliding glass doors were used throughout the residence to provide an indoor-outdoor effect. To add more light into the house, these glass doors and several windows were topped with a transom windows (see Figure 20). This soon became known as the popular "walls of glass" prominently featured in advertisements of future Smith and Williams subdivisions.⁷¹

⁷⁰ Cory Buckner, *A. Quincy Jones* (New York: Phaidon Press Limited, 2002), 13-15, 88-99; David Weinstein, "Loving the Highlife: Cooperative housing pioneer to landmark honors—Crestwood Hills savors its affection for modernism," *CA Modern*, accessed at www.eichlernetwork.com on June 27, 2011; "Mutual Housing Association: A Project for Five Hundred Families in Crestwood Hills," *Arts & Architecture*, September 1948, 30-32; "Project Opens Pilot House," *Los Angeles Times*, 13 February 1949; "500-Home Tract to be Opened," *Los Angeles Times*, 29 May 1949; Harold Zellman and Roger Friedland, "Broadacre in Brentwood? The Politics of Architectural Aesthetics," in *Looking for Los Angeles: Architecture, Film, Photography, and the Urban Landscape*, ed. Charles G. Salas and Michael S. Roth (Los Angeles: Getty Publications, 2001), 167-210.

⁷¹ "San Marino Model House Open for Public Inspection," *Los Angeles Times*, 14 January 1951; Esther McCoy, "Prize-Winning Work, AIA," *Los Angeles Times*, 29 August 1954; Barbara Lenox, "Plan on a Play Room," *Los Angeles Times*, 5 September 1954; "Plans Allow Added Rooms," *Los Angeles Times*, 3 October 1954.

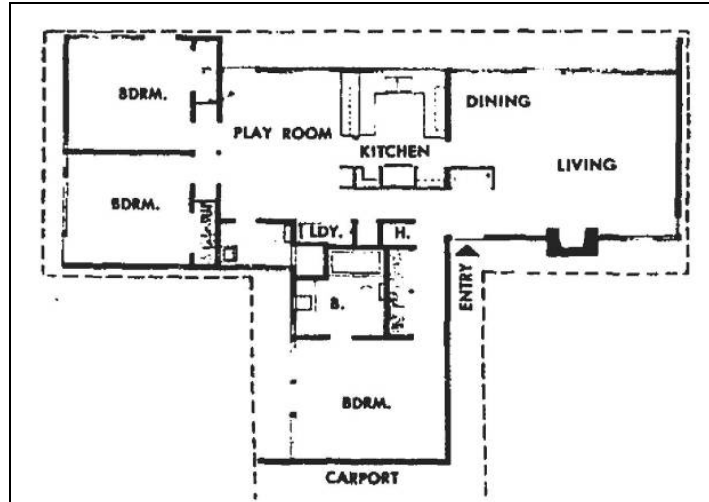


Figure 19: Floor plan for Blue Ribbon Tract home features separate wings for living area, children's rooms, and parents' room.



Figure 20: Interior of Blue Ribbon Tract home with transom windows over sliding glass door in playroom adjacent to the kitchen and in living room on far right.⁷²

The American Institute of Architects liked what the Pasadena architects had done in a project in Reseda, and honored Smith and Williams with the National Award of Merit. Magazines like *Popular Science* praised the architects' work and ability to design affordable modern houses. Smith and Williams followed Blue Ribbon Tract with the popular Sherwood Forest, an Orange County subdivision they developed in 1955 that also earned them the American Institute of Architects's National Award of Merit. Other subdivisions designed by Smith and Williams during this period were located in Anaheim, Garden Grove and Bakersfield, but none were as successful within the profession as Blue Ribbon Tract. They also relied on tried and true designs. For example, the houses in the different subdivisions appeared similar from the street; a plan for a Garden Grove house that was showcased in a newspaper advertisement, for example, is strikingly similar to a design used for Stockdale Manor houses (see Figures 21 and 22). They often featured many of the same elements of modern designs, such as sliding glass doors, exposed beams and wood planks for interior ceilings and low-pitch gable or flat roofs. Some included larger windows and transoms. They also exhibited features common in typical tract

⁷² "Architects Salute 7 Fine Homes," *Popular Science Monthly* 166:4 (April 1955), 100.

houses, such as an L-shaped plan with a projecting two-car garage on a roughly rectangular lot. Even with these similarities, the houses also differed from Blue Ribbon Tract and one another. The use of windows and exposed beams, for example, was less pronounced in Stockdale Manor than other subdivisions they designed. This may have helped keep prices down, and allowed Dunlap and Morrison to sell Stockdale Manor houses to veterans with no down payment.⁷³

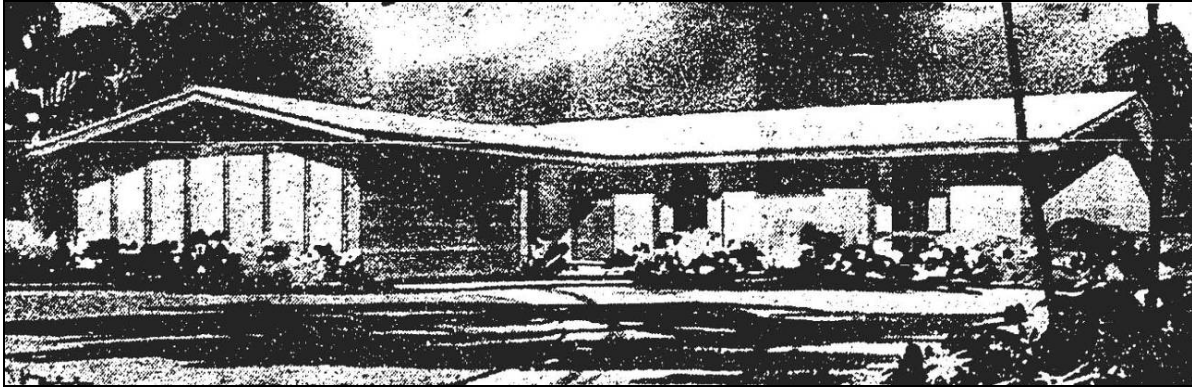


Figure 21: Plan for a residence in the Smith and Williams designed subdivision in Garden Grove.⁷⁴

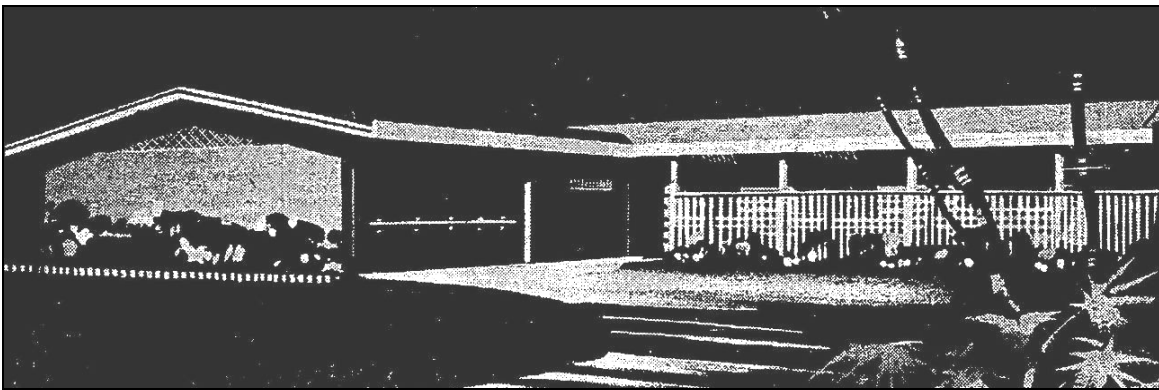


Figure 22: Smith and Williams design for Stockdale Manor houses in Bakersfield.⁷⁵

Residential subdivisions, like Stockdale Manor, were only one part of a broad portfolio of work for Smith and Williams. Indeed, they became more widely known in the late 1950s and 1960s for their work on commercial buildings and private residences. Their South Pasadena office, built in 1957 at 1414 South Fair Oaks Boulevard, was a collaborative effort with landscape

⁷³ “Halecrest” [advertisement], *Los Angeles Times*, 4 July 1954; “Opening Is Announced for Second Unit of Project,” *Los Angeles Times*, 3 April 1955; “Sherwood Forest” [advertisement], *Los Angeles Times*, 12 June 1955; “Grand Opening Plans Set for Home Project,” *Los Angeles Times*, 31 July 1955; “Home-Purchase Terms at Development Told,” *Los Angeles Times*, 7 August 1955; “Southland Builder Wins National Award,” *Los Angeles Times*, 23 October 1955; Esther McCoy, “What I Believe...’ A Statement of Architectural Principles,” *Los Angeles Times*, 8 January 1956; “Stockdale Manor” [advertisement], *Bakersfield Californian*, 9 May 1955; “Architects Salute 7 Fine Homes,” *Popular Science Monthly* 166:4 (April 1955), 100.

⁷⁴ “Grand Opening Plans Set for Home Project,” *Los Angeles Times*, 31 July 1955.

⁷⁵ “Construction of 258 Stockdale Manor Residences Gets Under Way,” *Bakersfield Californian*, 25 September 1954.

architect Garrett Eckbo who won high honors during his career.⁷⁶ They also designed a Mobil Gas Station near Anaheim's Disneyland in 1956 that gained the attention of architectural photographer Julius Shulman, who used the station as the setting for one his striking photographs.⁷⁷ In 1965, Smith and Williams designed the Friend Paper Company building at 100 Green Street in Pasadena. For this building, the architects employed a folded plate roof that projected over the sidewalk and sat atop full-height glass walls.⁷⁸ In the 1950s, they also designed several private homes in the Pasadena area, including their own residences. The architects clearly set aside restraint when preparing plans for a single residence. Even in small homes, such as Sales House in Pasadena, completed in 1953, Smith and Williams employed more elaborate modernist techniques. Walls were actually filled from top to bottom and side to side with glass or doors, and skylights provided additional natural lighting (see Figure 23).

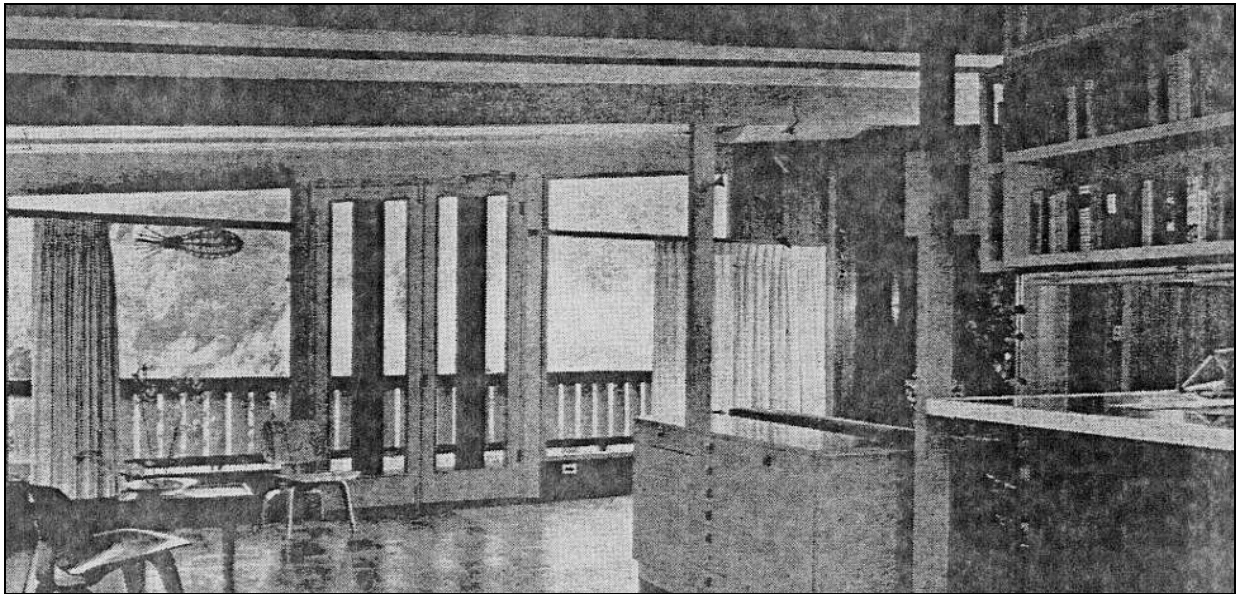


Figure 23: Sales House living room, showing wall of windows with double glass door.⁷⁹

The Sales House featured exposed structural beams throughout the building, built-in furniture, and a three-wing design intended to offer a private master retreat, a central living space, and an open children's play area with access to the outside. This design was clearly influential in Smith and Williams' later Blue Ribbon Tract homes.⁸⁰ These important contributions to architecture

⁷⁶ California State Office of Historic Preservation received a nomination for Smith and William's office, but it was withdrawn because Williams was alive at the time, and the National Register had a policy that excluded properties that were eligible for associations with living persons; see Milford Wayne Donaldson, "Countering the Dead Architects' Society," *Preservation Matters: The Newsletter of the California Office of Historic Preservation*, 2:1 (Winter 2009), 2.

⁷⁷ Claire Noland, "Award-winning architect left Modernist imprint across the Southland," *Los Angeles Times*, 09 December 2007.

⁷⁸ The building is locally designated as a City of Pasadena Landmark; see City of Pasadena, Planning Division, Design and Historic Preservation, "Designated Historic Properties – City of Pasadena: Historic Properties List," accessed online at <http://ww2.cityofpasadena.net/planning/deptorg/dhp/pdfs/CombinedDesignations.pdf> on July 19, 2011.

⁷⁹ "Safety for Children – Privacy for Adults," *Architectural Record* 113:6 (June 1953), 169.

⁸⁰ "Safety for Children – Privacy for Adults," *Architectural Record* 113:6 (June 1953), 166-169.

led directly to the AIA bestowing upon Smith its highest honors when in 1957 the organization elected Smith to its College of Fellows. Williams joined Smith as a Fellow in 1964. Their collaboration in designing modernist residential, commercial, and religious buildings ended in 1973 when the partnership dissolved, and the architects began separate private practices.⁸¹

In Bakersfield, the Smith and Williams-designed Stockdale Manor was well received by Bakersfield citizens who were still experiencing a severe housing shortage and rushed to buy the affordable modernist houses (see Figure 24). Nearly three-quarters of the properties were sold even before the Dunsmor Construction Company finished the model homes. Veterans could buy an \$11,250 house with as little as \$250 in closing costs, a factor that certainly played into the success of the subdivision.

The neighborhood certainly attracted non-veterans as well. By 1956, most of the houses were occupied by a range of occupations with their families, nearly all of whom owned their property. Many of the residents that year worked for one of several oil companies operating in the area, including Richfield Oil, Shell Oil, and Standard Oil. Their jobs ranged from mechanic and derrickman to laboratory technician and paleontologist. The houses were also occupied by teachers, salesmen, grocery clerks, bank tellers, state highway patrol officers, an ironworker, cook, welder and a conductor for the Santa Fe Railway. When the first tract, Tract 1753, was completed, continuing demand drove Dunlap and Morrison to immediately start work on Tract 1750. In 1956, Dunlap and Morrison submitted plans for Tract 1751, and the houses were built the following year, completing development of Stockdale Manor.⁸²



Figure 24: Unaltered (113 Dunlap St, left) and altered (6 Morrison St., right) examples of Smith and Williams-designed houses in Stockdale Manor (Map Reference 09-20).

The Smith and Williams subdivisions in Bakersfield coincided with the zenith in tract house development. As noted, the practice of subdividing land to construct a collection of similar

⁸¹ Claire Noland, "Wayne R. Williams, 1919-2007: Award-Winning Architect left Modernist Imprint Across the Southland," *Los Angeles Times*, 9 December 2007; Tony Illia, "Wayne Williams, So Cal Modernist, dies at 88," *Architectural Record* 196:2 (February 2008), 34; Dennis McLellan, "Whitney Smith, 91; Pioneer in Modernist Architecture," *Los Angeles Times*, 28 April 2002; Historic Resources Group & Pasadena Heritage, "Cultural Resources of the Recent Past Historic Context Report, City of Pasadena," October 2007, 96-97; George S. Koyl, ed., *American Architects Directory* (New York: R. R. Bowker Company, 1955), 521, 609; George S. Koyl, ed., *American Architects Directory*, 2nd ed. (New York: R. R. Bowker Company, 1962), 658, 766; John F. Gane, ed., *American Architects Directory*, 3rd ed. (New York: R. R. Bowker Company, 1970), 856, 858, 997.

⁸² R.L. Polk, *Polk's Bakersfield California City Directory 1956* (Los Angeles: R.L. Polk and Co. Publishers, 1956).

“tract” houses did not become widespread until after World War II. Prior to the war, developers instead sold lots to individual buyers who then built their own “custom” home. These houses may have been modeled after a common architectural design or designed by a local architect in his or her own identifiable style, but they were generally not as closely architecturally interrelated as postwar subdivisions. Before 1945, subdivisions predominately had rectilinear street configurations and parcels were for the most part uniform in size and shape. Trends in residential development changed, however, during the postwar era. Subdivision planners began to employ curvilinear streets and cul-de-sacs, both to enhance aesthetics and control the speed of vehicular traffic. Lot sizes decreased and a boom in housing demand led to the mass production of building materials, more rapid construction, and greater uniformity in building designs. An entire subdivision could be developed within a year, and the houses generally looked the same, used limited numbers of designs for multiple buildings, or at least shared strongly similar characteristics. Additionally, many communities had adopted reformed zoning laws to segregate uses. Each specific classification (residential, commercial, industrial) was allocated to certain areas with stipulated development standards and limitations. For example, single family residences were no longer constructed adjacent to a commercial strip or industrial yard. This resulted in substantial areas of concentrated residential development.

By 1965, Bakersfield’s metropolitan population was 165,000 and the city’s area was 17 square miles. The local economy was resource-oriented, historically centered on agriculture and oil, and thus strong enough to endure the following decade’s national recession. Kern was the country’s largest oil-producing county and ranked second in agriculture, benefiting greatly from the escalating prices on the world market for its products. Between 1972 and 1973, Kern County’s oil reserves climbed in value from \$289 million to \$350 million. From 1970 to 1975, the price of cotton, the county’s most important agricultural product at the time, increased 400 percent. Not surprisingly, this prosperity led to continued development.⁸³



Figure 25: 200 S. Garnsey Ave., located in Tract 1938 developed in 1960. The house is a good example of Ranch-style tract housing. (Map Reference No. 09-11)

⁸³ Brewer, *Historic Kern County*, 80; Joel Kotkin, “Things Are Booming in Bakersfield,” *The Washington Post*, 27 December 1975.

Census figures show a 50 percent increase in Bakersfield's population from 1970 to 1980. The southwest of the city was the primary target of growth and new construction efforts. The land directly west of Oak Street was originally owned by Kern County Land Company and development was limited because of a lack of water. Tenneco West reversed Kern County Land Company's land-holding policies when it purchased the company in 1967, and designed a master plan for this area contingent upon annexation to the city. Bakersfield annexed the land in 1968, where less than 10,000 people lived at the time, and Tenneco began selling home sites. By 1980, 48,000 people lived in this area, and over one-third of the city's building permits during the following decade were for residential property here.⁸⁴ In the 1990s, very little residential construction occurred to the east of State Route 99. The pattern of westward development is continuing today with new residences, and subsequent commercial construction spreading west toward Interstate 5.

3.9.4. Cold War Fallout Shelters

The end of World War II marked the beginning of the Cold War and the 45-year struggle between the US and Soviet Union for "global political and military supremacy."⁸⁵ Fearing attacks from one another, the two nations each quickly formed alliances with like-minded countries for their joint defense. The effort to remain ahead in this new struggle also led to a nuclear arms race. The US had already shown its nuclear capabilities with the detonation of atomic bombs on Hiroshima and Nagasaki in August 1945. It took another four years for the Soviet Union to conduct its first atomic test. The US responded to the Soviets' test with development of the more powerful hydrogen bomb, first tested in 1952. The following year the Soviet Union tested its own hydrogen weapon. Although both nations had nuclear weapons, at this time neither had means to convey these weapons long distance. It was not until the development of intercontinental ballistic missiles and long range jet bombers that allowed either country to hit targets thousands of miles away, that a full-blown exchange of nuclear weapons was possible.⁸⁶

The fear of nuclear war led the US to establish the Federal Civil Defense Administration (FCDA) in 1950. It was assigned with promotion and public education of survival methods should the nation be faced with nuclear attack. As part of its educational campaign, the FCDA distributed pamphlets that provided emergency procedures, instructions for construction of fallout shelters, and listed supplies needed to survive within a shelter for up to two weeks while radiation dissipated. Because the shelters were to be used long-term, they needed lighting, toilet facilities, water, and filtered air intakes and exhausts. While the FCDA promoted fallout shelter construction during the 1950s, the federal government did not develop a national program for their construction, nor did it provide any funding to the public for their construction. Construction of fallout shelters spiked in the late 1950s, particularly after 1957, when the Soviet Union demonstrated its technological potential to deliver a nuclear weapon, launching the world's first artificial satellite. However, it was not until the early 1960s, when increased tensions between US

⁸⁴ Bob Griffith, "Boom in southwest molds city's shape," *Bakersfield Californian*, 6 October 1980; Brewer, *Historic Kern County*, 88.

⁸⁵ John S. Salmon, *Protecting America: Cold War Defensive Sites, A National Historic Landmark Theme Study* (Washington, D.C: October 2011) 5.

⁸⁶ John S. Salmon, *Protecting America*, 13; California Department of Transportation, "Tract Housing in California, 1945-1973," 35-37.

and the Soviet Union and the subsequent funding augmentation of the nation's civil defense programs sparked a wave of fallout shelter construction.⁸⁷

Cold War tensions increased dramatically between 1960 and 1961 a result of three distinct events that amplified the public's anxiety over nuclear attack. In 1960, just before a US-Soviet summit meeting, the Soviet Union shot down an American U-2 spy plane over Soviet territory. Despite its initial denial, the US eventually conceded its spy mission, dooming hope for talks leading to a nuclear test ban treaty between the two nations. One year later, East Germany and the Soviet Union grew increasingly aggravated by the defection allowed by the open border between East and West Berlin, and threatened to occupy West Berlin. Because the US and its allies remained in West Berlin, President Kennedy publicly announced his willingness to defend West Berlin militarily. During this same period, animosity was building between the US and Cuba. The failed US-backed Bay of Pigs invasion in 1961 and subsequent embargo against Cuba in early 1962 forced Cuba to defend itself by obtaining long-range missiles from the Soviet Union. Upon discovery of the missiles, a US naval blockade of Cuba ensued for nearly two weeks, until the Soviets agreed to remove the missiles, thus ending what became known as the Cuban Missile Crisis.⁸⁸ These events heightened the nation's fears about what many believed to be an impending nuclear war, and led private citizens across the country to seek information on construction of fallout shelters.

In Bakersfield, the county's Civil Defense Office reported in 1960 that it had distributed over 100,000 pieces of civil defense literature to the public, along with nearly 10,000 copies of construction plans for family shelters.⁸⁹ The increased demand from the public for more information on private fallout shelters spurred the county's Civil Defense Office to construct a working model of an aboveground backyard fallout shelter on the grounds of the Kern County Museum in June 1960. The shelter was based on plans from the US Office of Civil Defense Mobilization's "Family Fallout Shelter" booklets and cost approximately \$700 to construct. The shelter is still on display at the museum's Pioneer Village.⁹⁰

Around the same time, companies across the country began designing fallout shelters for sale to families. Prefabricated concrete and metal shelters, some of which were assembled by the property owner, were advertised in newspapers and magazines across the nation, sold door-to-door, and peddled at state and county fairs. Local companies, architects and builders also jumped into design and construction of private fallout shelters. McCarthy Steel & Tank Company, which built steel buildings and tanks in Bakersfield, began manufacturing and marketing prefabricated fallout shelters as early 1960. McCarthy displayed its five-person steel shelter, complete with air blowers, filters, and bunks that was approved by the county's Civil Defense office, at the Kern County Fair in 1960. McCarthy's shelters ranged in cost from \$1,250 to \$2,500, plus installation.⁹¹

⁸⁷ California Department of Transportation, "Tract Housing in California, 1945-1973," 37-40.

⁸⁸ California Department of Transportation, "Tract Housing in California, 1945-1973," 37-40.

⁸⁹ "Individual Effort Important in Civil Defense," *Bakersfield Californian*, January 5, 1961, 20.

⁹⁰ "Family Fallout Shelter," *Bakersfield Californian*, June 28, 1960, 18; "Bomb Shelter on Display at Kern County Museum," *Bakersfield Californian*, July 5, 1960, pp. 21-22; "Fallout Shelter," Kern County Museum, accessed online at www.kcmuseum.org/index.cfm?fuseaction=gal_item_detail&item_id=27, December 18, 2012.

⁹¹ "Family Fallout Shelter," *Bakersfield Californian*, June 28, 1960, 18; "Bomb Shelter on Display at Kern County Museum," *Bakersfield Californian*, July 5, 1960, 21-22; "Fallout Shelter," Kern County Museum; "McCarthy Fallout Shelter Attracting Lots of Attention at County Fair," *Bakersfield Californian*, September 30, 1960, 28; Advertisement, *Bakersfield Californian*, August 19, 1961, 7.

According to the county's Civil Defense Office, inquiries into fallout shelters and request for *The Family Fallout Shelter* booklet increased "100 fold" following the Berlin Crisis in mid-1961. Growing fears led more than 1,700 people to complete the *Individual and Family Survival* course offered by Bakersfield Evening High School (in cooperation with the county's Civil Defense Office) in 1961, and the City of Bakersfield reported issuing five building permits for the construction of subterranean fallout shelters in August. At that time at least three local construction firms had fallout shelter designs that had been approved by city and county building departments.⁹² One such company was likely Benum Pools, which designed a precast reinforced concrete shelter that was certified by city and county building departments and approved by county Civil Defense Office. In its marketing of its "U.S. Shelter," the company publicized that its concrete construction provided better acoustics than other steel shelters and its size (a basic model measured 11' by 12') and rectangular shape allowed for easy placement of furniture, shelving and wall hangings, so it could be used as a spare room. The company later introduced enhanced models with stairways and storage space.⁹³ The number of fallout shelter manufacturers reported nationally in mid-1961 increased from 40 in July to more than 120 companies with governmental approval in September. This, of course, does not include the unknown number of manufacturing companies and local contractors without federal or local approval who added this new construction type to their product line.⁹⁴

Despite the certification or approval of some local fallout shelter plans by the City of Bakersfield's and Kern County's building departments, there were no regulations that permitted or forbade the construction of aboveground or subterranean fallout shelters for the county of city prior to September 1961. Although both the city and county notified the public that building permits must be obtained for the construction of fallout shelters, building departments used general health and safety specifications when approving their construction. This lack of standards was of particular concern in Bakersfield where residents were being denied permits because the proposed shelter plans were incompatible with existing building codes. In an effort to "encourage property owners to construct shelters for the purpose of protecting human life from the hazard of radioactive fallout," the city adopted an emergency ordinance regulating shelter construction in September 1961. The following month, the county adopted its own ordinance (although not an emergency) that established the permitting process and specifications for construction of fallout shelters in unincorporated Kern County.⁹⁵

The wave of construction appears to have been highest in 1961. Los Angeles and San Diego reported a dramatic increase in building permits issued for shelters in the fall of 1961; however, by the end of that year, as the Berlin Crisis and Bay of Pigs incident dropped from the headlines, home shelter construction dramatically declined.⁹⁶ Research did not reveal the number of fallout shelters constructed in Bakersfield between 1960 and 1961. A review of the local newspaper does not identify any building permits for such structures issued during this time. Articles marketing specific buildings reveal two residential fallout

⁹² "Fallout Shelter," *Bakersfield Californian*, August 29, 1961, 24.

⁹³ "Kern County Residents Begin 'Digging In'—Just In Case," *Bakersfield Californian*, September 16, 1961, 19-20; "Pool Builder Has New Shelter Design," *Bakersfield Californian*, September 18, 1961, 24; "Stairway Adds to Shelter Livability," *Bakersfield Californian*, October 14, 1961, 28.

⁹⁴ Walter Karp, "When Bunkers Last In the Backyard Bloom'd: The Fallout Shelter Craze of 1961," *American Heritage*, Volume 31, Issue 2, February/March 1980, accessed online at www.americanheritage.com on December 17, 2012.

⁹⁵ Legal Notice, *Bakersfield Californian*, October 23, 1961, 32; "Shelters to be Taxed," *Bakersfield Californian*, September 12, 1961, 25; "Council Adopts Ordinance to Permit Shelter Construction in Front Yards," *Bakersfield Californian*, September 19, 1961, 19; City of Bakersfield, Ordinance No. 1383, September 18, 1961.

⁹⁶ California Department of Transportation, "Tract Housing in California, 1945-1973," 37-40.

shelters built during the fall of 1961 in the Greater Bakersfield (3309 Baylor Street and 2535 Beech Street) and model shelters built at Hartman Concrete Yard (Truxtun near Oak Street), and Neudeck Pool Company at 507 West Casa Loma Drive (presently Ming Avenue).⁹⁷ Sales and rental advertisements also indicate extant shelters on the residential properties of 3408 Laverne Avenue and 921 Sylvia Drive, as well as a residence near Garces in late 1961.⁹⁸ All of these shelters are located outside of the study area and it is unknown if they are still extant.

Despite Congress appropriating more than \$200 million to the federal civil defense program in 1962, the money was for shelter surveys, improvement to existing public shelters, construction of new public shelters, as well as supplies to stock public shelters.⁹⁹ Interest in fallout shelters continued into early 1962, both from a private and commercial perspective. Anticipating future construction of public or community shelters, well-known local architect Robert Eddy (Eddy & Paynter) attended a federally-sponsored seminar for shelter design and analysis at the University of Colorado in February 1962. However, this seminar was held as part of a federal shelter incentive program, which stressed community fallout shelters in schools, hospitals and public welfare establishments.¹⁰⁰

While the Cuban Missile Crisis in October 1962 brought civil defense and fallout shelters to the front of the news again, it does not appear that it spurred any new construction of family fallout shelters in a significant way. Other recent scholarship, including Kenneth Rose's comprehensive 2001 study of fallout shelter construction and national policies related to sheltering the civilian population, suggests that the "the flashpoint for this remarkable phenomenon [of constructing home shelters, and public shelters in general] ... was a speech given by John F. Kennedy on July 25, 1961." Rose explained that the speech emphasized the lengths to which the nation would go to defend Berlin from Soviet pressures. During the crisis both sides declared that interference in Berlin would lead to war. He added, "the urgency to build a shelter also decreased after the Berlin and Cuban crises had passed and tensions had eased somewhat between the United States and Soviet Union. But the main reason Americans rejected shelter building had to do with the troubling moral aspects of shelters. These included questions of personal ethics and relationships with ones neighbors." Finally, Rose maintained that "after 1963 the public's involvement with the issues of fallout shelters and nuclear arms rapidly fell off."¹⁰¹

Newspaper advertisements and articles about family shelter construction dramatically decreased during the year and in December 1962, the City of Bakersfield reported only issuing one permit for fallout shelters during that entire year. By this time, it had become apparent that with the US and Soviet's growing nuclear arsenals and the probability of total destruction in the event of a nuclear attack, family shelters would be virtually useless. Over the subsequent years, the sense of impending nuclear threat subsided. In 1963, the Limited Test Ban Treaty was signed by the US, Soviet Union and Canada, which prohibited atmospheric and underwater testing of nuclear weapons. This, coupled with increased public

⁹⁷ "Fallout Shelter," *Bakersfield Californian*, August 29, 1961, 24; "Kern County Residents Begin 'Digging In'—Just In Case," *Bakersfield Californian*, September 16, 1961, 19-20. The *Bakersfield Californian* incorrectly listed the Gullett property at 2523 Beech Street instead of 2535 Beech Street for which Dr. William Gallett Jr. resided as early as 1959.

⁹⁸ Advertisements, *Bakersfield Californian*, October 13, 1962, p. 32, and August 11, 1961, 31.

⁹⁹ California Department of Transportation, "Tract Housing in California, 1945-1973," 37-40.

¹⁰⁰ "Architect Eddy will Take Fallout Course," *Bakersfield Californian*, February 2, 1963, 21.

¹⁰¹ Kenneth D. Rose, *One Nation Underground: The Fallout Shelter in American Culture* (New York: New York University Press, 2001) [ebook edition] 11, 19.

attention on the Vietnam Conflict, pushed the US and Soviet's nuclear programs further into the background.¹⁰²

In the project study area, there are three family fallout shelters constructed in the early 1960s. Two shelters, located at 201 and 209 South Garnsey Avenue, were constructed in the summer of 1962 by local contractor James Womack (Jones and Womack) in a post-war housing tract (see Map Reference No. 09-11). Womack's son, Keith Womack, notes that his father likely constructed additional shelters during that period but none were built by him after 1962. The third shelter is located at 3904 Marsha Street (Map Reference No. 09-21A) in the Rancho Vista Tract (Tract 1522) and was also constructed circa 1960-62.¹⁰³

¹⁰² "Chief Inspector Notes Building Decline in 1962," *Bakersfield Californian*, December 31, 1962, 20; California Department of Transportation, "Tract Housing in California, 1945-1973," 40-41.

¹⁰³ Keith Womack, personal communication with Toni Webb, JRP Historical Consulting, LLC, December 12, 2012.

4. DESCRIPTION OF RESOURCES

The architectural Area of Potential Effects cover about 4.3 miles along on State Route 58 and approximately 4.5 miles along on State Route 58/Stockdale Highway. It also includes two additional swaths of developed land that extend northwesterly from Stockdale Highway and cross the Kern River, and then parallel the Kern River westward terminating west of Coffee Road. In addition, minor intersection improvements are being made at Stockdale Highway and SR-43.

The buildings and structures within the Area of Potential Effects reflect the evolution of this portion of Bakersfield. Residential subdivisions, particularly mid-twentieth century subdivisions, are the predominant building type found within the Area of Potential Effects in areas north and south of Stockdale Highway and west of State Route 99. Older residential parcels dating to the early twentieth century and modern residential parcels are also interspersed throughout the Area of Potential Effects. Commercial buildings and a park, all common features in residential areas, are also found within the project area. In the Area of Potential Effects nearest the Kern River, oil operations continue to extract crude oil. The project area includes residential, commercial, and industrial buildings, as well as other structures such as canals, oil wells, bridges, and railroads.

The 639 historic-era resources formally evaluated on 169 California Department of Parks and Recreation 523 forms for this project constitute the survey population for this study and reflect the major historical events discussed in the historical context (see Chapter 3). The survey population resources are spread evenly throughout the Centennial Corridor with most within the boundaries of the city of Bakersfield. Only one of the survey population resources, the Kern Island Canal (Map Reference No. 04-01), dates to the nineteenth century. About 10 percent of the historic-era resources were built in the twentieth century before the end of World War II in 1945. The vast majority, about 90 percent, of historic-era resources in the project area were built after the end of World War II between 1946 and the mid-1960s.

The great majority of the survey population resources (about 95 percent) are modest residential properties constructed between the 1920s and 1960s on small lots formerly part of larger agricultural parcels. Typical of Kern County residential construction during this period, these residences generally consist of one-story wood-frame buildings and accompanying ancillary buildings such as garages and small sheds or shops. They are examples of common architectural styles, with about 93 percent built in one of three styles: Minimal Traditional, Ranch, or Contemporary. Ranch-style houses account for approximately 50 percent of the residences in the survey population; Contemporary and Minimal Traditional houses account for approximately 21 percent and 29 percent, respectively. Most of the houses in these three styles were built in subdivisions with homogenous architectural styles. Built in the early 1950s, 118 of the Ranch-style houses in the study area are in Rancho Vista (Tract 1522). These houses are modest compact (almost Minimal) examples of Ranch houses that have asymmetrical façades, generally rectangular footprints, and low-pitched rooflines characteristic of the style (see Figure 15, 16, and 26). Later houses in Stockdale Manor, like those depicted in the advertisement shown in Figure 22, exhibit stronger associations with the Ranch style, including longer, lower profiles and more rectangular footprints.



Figure 26: Ranch-style house in Tract 1522 (Map Reference No. 09-21), 100 Griffiths St.

Most of the Contemporary-style houses in the study area were built in the early 1950s in the Stockdale Manner subdivision. These Contemporary, wood-frame houses generally have an L-shaped footprint and overhanging side-gabled roof. Exterior cladding varies and includes stucco, vertical wood siding, and brick or stone skirt walls. Garage doors face the street or are perpendicular to the front façade (see Figures 27 and 28).



Figure 27: Contemporary-style house in Stockdale Manor, 125 Morrison Street (Map Reference No. 09-20).



Figure 28: Contemporary-style house at 109 Morrison Street in Stockdale Manor (Map Reference No. 09-20).

The smaller population of residential resources built before World War II in the Area of Potential Effects were generally constructed on small subdivisions of former agricultural land. The architectural styles of these residential buildings include Colonial Revival, Dutch Colonial Revival, Craftsman, Folk Victorian, National Folk, Spanish Eclectic, and Tudor Revival. Most are small, single-family residences. Many are located on Haybert Court in the Virginia Tract, which gradually developed from the 1920s until World War II (see Figure 29). These houses generally have wood frames and include ancillary buildings like detached garages, sheds, or workshops.



Figure 29: Spanish Eclectic-style house in Virginia Tract, 206 Haybert Court (Map Reference No. 04-34).

The houses fronting South Chester Avenue in Virginia Tract include duplexes (see Figure 30) and examples of Tudor Revival architecture (see Figure 31).



Figure 30: Craftsman duplex in Virginia Tract, 313-317 S. Chester Avenue (Map Reference No. 04-27).



Figure 31: Tudor Revival residence in Virginia Tract, 233 S. Chester Avenue (Map Reference No. 04-30).

Two Colonial Revival residences built in the late 1930s for prominent Kern County brothers C. Elmer and Lester Houchin are located in the project area. The house at 307 South Oleander Avenue is a two-story example of this style and features brick veneer, a nearly symmetrical façade, and a prominent front entry (see Figure 32), which are all characteristic of Colonial Revival architecture. The other residence, at nearby 309 Houchin Road, is a single-story example that also features brick veneer and a prominent front entry surround with entablature and pilasters (see Figure 33).



Figure 32: Colonial Revival residence at 307 S. Oleander Ave. (Map Reference No. 05-04)



Figure 33: Colonial Revival residence at 309 Houchin Rd. (Map Reference No. 05-01)

Commercial buildings, churches, educational buildings, and parks in the project area were almost all built in the postwar period to serve new housing developments. Most of the commercial buildings were constructed in a prevalent mid-century commercial style along main thoroughfares like Brundage Lane, Oak Street, and Stockdale Highway (see Figure 34). The only prewar commercial buildings in the project area are a small number of residences that were later converted to commercial use.



Figure 34: Mid-Century Commercial building, 3050 Brundage Lane (Map Reference No. 09-02)

Other structures include oil wells, a canal, and fallout shelters. A portion of the Fruitvale oil field west of downtown Bakersfield and just north of the Kern River is primarily characterized by intermittently spaced rod pumps (see Figure 35).



Figure 35: Portion of Red Ribbon Ranch, Fruitvale oil field (Map Reference No.19-01).

The Kern Island Canal is the only nineteenth-century resource within the survey population that has survived. The canal has been greatly modified and retains little integrity from its original construction when most canals were earth-lined with ordinary and common appurtenant water control features such as check-dams, weirs, culverts, and drop chutes. Portions of the Kern Island Canal have been narrowed and lined, and its setting has been dramatically altered by general city of Bakersfield development, streets crossings, and highway overpasses (see Figure 36).



Figure 36: Unlined portion of the Kern Island Canal (Map Reference No. 04-01).

The project study area also includes three subterranean family fallout shelters constructed during the Cold War. Typical of shelters built in residential backyards during the early 1960s, these structures were built onsite of poured concrete and/or concrete block and included basic ventilation, water, and sanitary systems.

5. FINDINGS AND CONCLUSIONS

JRP Historical Consulting prepared this Historical Resources Evaluation Report as part of the proposed Centennial Corridor Project, Kern County, California, to comply with Caltrans' regulatory responsibilities under Section 106 of the National Historic Preservation Act (36 CFR Part 800) as delegated on behalf of the Federal Highway Administration, to provide project oversight according to Section 106. The report has been prepared in accordance with the January 1, 2004, *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, As It Pertains to the Administration of the Federal-Aid Highway Program in California* (the Section 106 Programmatic Agreement). No resources required further studies to resolve the question of eligibility. All properties were also evaluated in accordance with Section 15064.5 (a)(2)-(3) of the California Environmental Quality Act Guidelines, using criteria outlined in Section 5024.1 of the California Public Resources Code.

Of the 639 survey population resources within the Area of Potential Effects recorded on 169 California Department of Parks and Recreation 523 forms found in Appendix B, four (described below) appear to be or have been determined eligible for the National Register. All remaining resources evaluated as part of this project do not appear eligible for the National Register or California Register.

The Lester H. Houchin residence and associated detached garage (Map Reference No. 05-04) appear eligible for the National Register at the local level under Criterion C as an important local example of Colonial Revival architecture. The period of significance is the date of construction, 1939. Contributing elements include the residence, two-story garage, circular driveway and landscaping on the north, south and east sides of the residence and garage. The swimming pool, cabana, veranda, and other hardscape west of the residence and garage are non-contributing elements. The historic property boundary is defined by the legal parcel. Character-defining features include the near rectangular footprint; hip roof with flat deck; rounded portico entrance with paneled door and multi-light transom; multi-pane double-hung windows; a near symmetrical façade; stucco siding; brick veneer; elaborate dentiled molding; bay windows with flared hip roofs; wood shutters; spatial relationships with the surrounding features on the property (circular driveway, secondary driveway leading to the garage, garage setback, etcetera); open lawns; mature trees; and bushes to the side and rear of the house.

Caltrans prepared the evaluation of Tract 1522 (also known as Rancho Vista, Map Reference No. 09-21) and found it eligible for the National Register. Under National Register Criterion A the tract is significant for its incorporation of innovative mass-production techniques during the post-World War II period. Under National Register Criterion C the tract is significant for embodying characteristics of a housing type, period and method of construction. The tract is an important local example of a postwar subdivision comprised entirely of houses that were built using a whole-house prefabrication method. Tract 1522 is significant at the local level and has a period of significance that extends from 1950 to 1957, when the residences were constructed. The historic boundary of this property is generally defined by Stine Road to the east, Stockdale Highway to the north, McDonald Way to the west, and Quarter Avenue to the south, and excludes some contributing

and non-contributing parcels along these perimeter streets. Caltrans identified character-defining features of the tract as:

Design characteristics of the tract: rounded concrete curbs; concrete sidewalks placed next to the curb with no planting strip; houses set back from the curb at varying distances, and mature trees that were planted as part of the initial tract development.

Design characteristics of the houses: small, one-story residences with compact plans, wood-frame construction on low concrete foundation; varied roof forms, including gable, hip and combination roofs; wood siding in a variety of types, applied both vertically and horizontally; and metal casement windows.

Caltrans also prepared the evaluation of 3904 Marsha Street (Map Reference No. 09-21A) and found the property eligible for the National Register and California Register. Under National Register Criterion A (California Register Criterion 1) the property is significant at the local level for its association with the Cold War and civil defense measures to survive in the event of a nuclear war. Caltrans identified the period of significance between 1956, when the residence was constructed, to 1962, the end of the period of fallout shelter construction in the United States. The historic property boundary is defined by the legal parcel. Character-defining features include the three elements that date to the period of significance: the residence, garage, and underground fallout shelter. The spatial relationship of these three elements is also a character-defining feature. With respect to the shelter itself, the two features that can be seen from the rear yard, the entry hatch and ventilation pipe, are important character-defining features, as they convey the structure's original purpose

The Friant-Kern Canal (Map Reference No. 21-01) is a 152-mile-long gravity-fed earth- and concrete-lined canal that terminates at the Kern River northwest of Bakersfield. As a key component of California's Central Valley Project, the canal has been determined eligible for listing in the National Register. It is historically significant at the state level under Criterion A within the context of development, construction, and operation of the Central Valley Project. The period of significance—1945 to 1951—is the canal's period of construction. Character-defining features include its overall length, width, and major contributing structures: major canal siphons, wasteways, checks, overchutes, an equalizing reservoir, culverts, drains, pumps, turnouts, recording houses/structures, the operation roads immediately adjacent to canal prism on either side along its entire length, and miscellaneous structures such as irrigation pipe crossings, minor siphons, and drainage inlets. Noncontributing features consist of bridges (farm, county, state, and railroad bridges), power and utility crossings, cattle guards, historic wood trapezoidal canal and Central Valley Project signs, fencing, and levees. The historic boundary of this property encompasses the canal and the contributing features attached to the canal.

Philip Vallejo, Caltrans historian who meets the Professionally Qualified Staff Standards in Section 106 Programmatic Agreement Attachment 1 as an architectural historian or above, has determined that the other properties present within the Area of Potential Effects, including state-owned resources, meet the criteria for Section 106 Programmatic Agreement Attachment 4 (Properties Exempt from Evaluation). The tables below summarize the results of this report for all of the historic-period resources formally evaluated within the architectural Area of Potential Effects.

Table 2. Properties Listed in the National Register

None

Table 3. Properties Previously Determined Eligible for the National Register

APN	ADDRESS / NAME	COMMUNITY	YEAR BUILT	OHP STATUS CODE	MAP REFERENCE No.
n/a	Friant-Kern Canal	Bakersfield	1945-51	2S2	21-01

Table 4. Properties Previously Determined Not Eligible for the National Register

APN	ADDRESS / NAME	COMMUNITY	YEAR BUILT	OHP STATUS CODE	MAP REFERENCE No.
n/a	Kern Island Canal	Bakersfield	1874	6Z, 7N1	04-01
149-101-03	17 Stine Rd	Bakersfield	1951	6Y	09-21
149-120-13	3816 Peckham Ave	Bakersfield	1951	6Y	09-21
020-091-07	337 Wetherley Dr	Bakersfield	1952	6Y	10-01
147-031-08	28 Stephens Dr	Bakersfield	1945, 1948	6Y	n/a
147-031-12	314 Stephens Dr	Bakersfield	1941	6Y	n/a
147-031-37	2821 Brundage Ln	Bakersfield	1924-72	6Y	n/a
147-060-03	311 Dixon Ave	Bakersfield	1947	6Z	n/a
147-071-02	116 Dixon Ave	Bakersfield	1941	6Y	n/a
147-071-03	118 Dixon Ave	Bakersfield	1941	6Y	n/a
147-071-04	120 Dixon Ave	Bakersfield	1941	6Z	n/a
147-072-03	221-223 Hughes Ln	Bakersfield	1912-52	6Y	n/a
147-072-14	304 Dixon Ave	Bakersfield	1941	6Y	n/a
147-072-15	300 Dixon Ave	Bakersfield	1940	6Y	n/a
147-210-10	2329 Brite St	Bakersfield	1949	6Y	n/a
149-222-12	96 Williamson Way	Bakersfield	1915-1989	6Y	n/a
149-233-05	3618 Elcia Dr	Bakersfield	1941	6Y	n/a
149-233-07	3624 Elcia Dr	Bakersfield	1924	6Y	n/a
149-233-08	218 Williamson Way	Bakersfield	1918	6Y	n/a
n/a	Arvin-Edison Cnal	Bakersfield	1960s	6Y	n/a
n/a	Calloway Canal	Bakersfield	1870s	6Z, 6Y	n/a
n/a	Carrier (Gates) Canal	Bakersfield	1872-73, 1960s	6Y	n/a
n/a	Stine Canal	Bakersfield	1873, 1879, 1884	6Y	n/a
n/a	Red Ribbon Lease 1, No. 3	Bakersfield	1949	6Z	n/a
n/a	Red Ribbon Ranch No. 14	Bakersfield	1942	6Z	n/a
n/a	Red Ribbon Ranch No. 17	Bakersfield	1944	6Z	n/a
n/a	Red Ribbon Ranch No. 23	Bakersfield	1944	6Z	n/a

Table 5. Properties Determined Eligible for the National Register as a Result of the Current Study

APN	ADDRESS / NAME	COMMUNITY	YEAR BUILT	OHP STATUS CODE	MAP REFERENCE No.
147-240-14	307 S Oleander Ave	Bakersfield	1939	3S	05-04
Various; See Appendix E	Rancho Vista (Tract 1522)	Bakersfield	1950-57	3S	09-21
149-131-03	3904 Marsha Street	Bakersfield	1956 ca. 1960-62	3S	09-21A

Table 6. Historical Resources for the Purposes of CEQA

APN	ADDRESS / NAME	COMMUNITY	YEAR BUILT	OHP STATUS CODE	MAP REFERENCE No.
147-240-14	307 S Oleander Ave	Bakersfield	1939	3S	05-04
<i>Various; See Appendix E</i>	Rancho Vista (Tract 1522)	Bakersfield	1950-57	3S	09-21
149-131-03	3904 Marsha Street	Bakersfield	1956 ca. 1960-62	3S	09-21A
n/a	Friant-Kern Canal	Bakersfield	1945-51	2S2	21-01

Table 7. Properties Determined not Eligible for the National Register as a Result of the Current Study

APN	ADDRESS / NAME	COMMUNITY	YEAR BUILT	OHP STATUS CODE	MAP REFERENCE No.
168-141-06	929- 931 E Brundage Ln	Bakersfield	ca. 1940-51	6Z	02-01
<i>Various; See Appendix E</i>	Tract 1492	Bakersfield	1950-1951	6Z	02-02
169-031-06	122 Madison St	Bakersfield	1953	6Z	02-03
169-031-25	121 S Milham Dr	Bakersfield	1946	6Z	02-04
169-050-10	107 S Milham Dr	Bakersfield	1948	6Z	02-05
169-032-22	122 S Milham Dr	Bakersfield	1952	6Z	02-06
169-032-26	108 S Milham Dr	Bakersfield	1946	6Z	02-07
169-062-06	132 Ohio Dr	Bakersfield	1929, 1959, 1984	6Z	03-01
<i>Various; See Appendix E</i>	Tract 1503	Bakersfield	1949-51	6Z	03-02
011-043-05	501 Orchard St	Bakersfield	1940	6Z	03-03
011-041-08	506 Fig St	Bakersfield	1920	6Z	03-04
011-041-09	510 Fig St	Bakersfield	1924	6Z	03-05
011-048-10	616 Fig St	Bakersfield	ca. 1920s	6Z	03-06
011-046-02	621 Orchard St	Bakersfield	1963	6Z	03-07
169-092-01	201 E Brundage Ln	Bakersfield	1954	6Z	03-08
n/a	Kern Island Canal	Bakersfield	1874	6Z	04-01
011-084-04	901 Snyder Ln	Bakersfield	1955	6Z	04-02
011-060-17	123 S P St	Bakersfield	1955	6Z	04-03
011-084-03	909 Snyder Ln	Bakersfield	1955	6Z	04-04
011-060-15	912 Dobrusky Dr	Bakersfield	1957	6Z	04-05
011-060-08	916 Dobrusky Dr	Bakersfield	1957	6Z	04-06
011-060-14	920 Dobrusky Dr	Bakersfield	1957	6Z	04-07
011-060-13	1000 Dobrusky Dr	Bakersfield	1948	6Z	04-08
011-083-12	1001 Snyder Ln	Bakersfield	1955	6Z	04-09
011-083-02	1005 Snyder Ln	Bakersfield	1943	6Z	04-10
<i>Various; See Appendix E</i>	Tract 1061	Bakersfield	1938-41	6Z	04-11
011-083-01	1011 Snyder Ln	Bakersfield	1950	6Z	04-12
011-082-05	301 S N St	Bakersfield	1946, 1947	6Z	04-13
011-082-03	1119 Snyder Ln	Bakersfield	1954	6Z	04-14
011-082-01	1129 Snyder Ln	Bakersfield	1950, 1960	6Z	04-15
011-081-01	1200 Dobrusky Dr	Bakersfield	1951	6Z	04-16
011-130-07	212 Vernal Pl	Bakersfield	1948	6Z	04-17
011-102-11	1304 Richland St	Bakersfield	1926	6Z	04-18
011-121-31	208-214 Brink Dr	Bakersfield	1946	6Z	04-19
011-102-12	1324 Richland St	Bakersfield	1925	6Z	04-20
011-102-13	1330 Richland St	Bakersfield	1924	6Z	04-21
011-102-14	1416 Richland St	Bakersfield	1930	6Z	04-22

Table 7. Properties Determined not Eligible for the National Register as a Result of the Current Study

APN	ADDRESS / NAME	COMMUNITY	YEAR BUILT	OHP STATUS CODE	MAP REFERENCE NO.
011-122-09	209 Brink Dr	Bakersfield	1939	6Z	04-23
011-122-14	308-314 S Chester Ave	Bakersfield	1939	6Z	04-24
011-122-15	304 S Chester Ave	Bakersfield	1926	6Z	04-25
011-122-16	234 S Chester Ave	Bakersfield	1925	6Z	04-26
011-111-13	313-317 S Chester Ave	Bakersfield	1927	6Z	04-27
011-111-12	305-309 S Chester Ave	Bakersfield	1935-36, 1969	6Z	04-28
011-111-11	301 S Chester Ave	Bakersfield	1932	6Z	04-29
011-111-10	233 S Chester Ave	Bakersfield	1932	6Z	04-30
011-111-09	229 S Chester Ave	Bakersfield	1936	6Z	04-31
011-111-24	230 Haybert Ct	Bakersfield	1926	6Z	04-32
011-111-25	228 Haybert Ct	Bakersfield	1926	6Z	04-33
011-111-27	206 Haybert Ct	Bakersfield	1925	6Z	04-34
011-111-28	204 Haybert Ct	Bakersfield	1927	6Z	04-35
011-112-14	301 Haybert Ct	Bakersfield	1947	6Z	04-36
011-112-13	231 Haybert Ct	Bakersfield	1945	6Z	04-37
011-112-12	225 Haybert Ct	Bakersfield	1945	6Z	04-38
011-112-11	219 Haybert Ct	Bakersfield	1927	6Z	04-39
011-112-10	215 Haybert Ct	Bakersfield	1926	6Z	04-40
011-112-09	207 Haybert Ct	Bakersfield	1939	6Z	04-41
147-310-18	310 Houchin Rd	Bakersfield	1937	6Z	04-42
147-290-03	1819 Brundage Ln	Bakersfield	1953	6Z	04-43
147-290-02	1825 Brundage Ln	Bakersfield	1926	6Z	04-44
147-290-11	124 Houchin Rd	Bakersfield	1937	6Z	04-45
147-290-12	120 Houchin Rd	Bakersfield	1938	6Z	04-46
147-280-01	309 Houchin Rd	Bakersfield	1939	6Z	05-01
Various; See Appendix E	Tract 1010	Bakersfield	1936-52	6Z	05-02
Various; See Appendix E	Tract 1235	Bakersfield	1946-50	6Z	05-03
147-440-05	2200 Roosevelt St	Bakersfield	1956	6Z	05-05
147-240-03	2293 Brite St	Bakersfield	1951	6Z	05-06
147-240-02	2207 Brite St	Bakersfield	1956	6Z	05-07
147-240-01	2291 Brite St	Bakersfield	1953, 1965	6Z	05-08
147-210-06	2300 Brite St	Bakersfield	1951	6Z	05-09
147-210-05	2324 Brite St	Bakersfield	1951	6Z	05-10
147-210-04	2394 Brite St	Bakersfield	1950	6Z	05-11
147-210-11	2331 Brite St	Bakersfield	1949	6Z	05-12
147-210-03	2396 Brite St	Bakersfield	1949	6Z	05-13
147-210-12	300 Hughes Ln	Bakersfield	1945, 1979	6Z	05-14
147-091-03	2402 Robbin Rd	Bakersfield	1951	6Z	05-15
147-091-04	2404 Robbin Rd	Bakersfield	1951	6Z	05-16
147-091-05	2406 Robbin Rd	Bakersfield	1948	6Z	05-17
147-080-03	2408 Robbin Rd	Bakersfield	1951	6Z	05-18
147-080-04	203 Judan St	Bakersfield	1950	6Z	05-19
147-080-14	205 Judan St	Bakersfield	1953	6Z	05-20
147-072-13	2530 Colton St	Bakersfield	1941	6Z	05-21
Various; See Appendix E	Tract 1402	Bakersfield	1949-54	6Z	05-22
147-060-04	313 Dixon Ave	Bakersfield	1940	6Z	05-23
147-060-02	305 Dixon Ave	Bakersfield	1957	6Z	05-24
147-053-03	209 Myrtle	Bakersfield	1949	6Z	05-25
147-053-02	205 S Myrtle St	Bakersfield	1949	6Z	05-26
147-031-07	24 Stephens Dr	Bakersfield	1963	6Z	05-27
Various; See Appendix E	Tract 1527	Bakersfield	1950	6Z	05-28
Various; See Appendix E	Olive Street Tract	Bakersfield	1950	6Z	05-29
Various; See Appendix E	Tract 1549	Bakersfield	1950	6Z	05-30
164-101-13	3400 Madrid Ave	Bakersfield	1961	6Z	07-01

Table 7. Properties Determined not Eligible for the National Register as a Result of the Current Study

APN	ADDRESS / NAME	COMMUNITY	YEAR BUILT	OHP STATUS CODE	MAP REFERENCE NO.
<i>Various; See Appendix E</i>	Tract 1915	Bakersfield	1957-59	6Z	07-02
164-040-30	1117 Wible Rd	Bakersfield	1961, 1967	6Z	07-03
164-040-20	3309 Wood Ln	Bakersfield	ca. 1950s	6Z	07-04
164-040-01	3311 Wood Ln	Bakersfield	1959	6Z	07-05
164-091-08	3407 Wood Ln	Bakersfield	1959	6Z	07-06
164-010-38	3308 Wood Ln	Bakersfield	1957	6Z	08-01
164-010-18	3310 Wood Ln	Bakersfield	1946	6Z	08-02
164-010-19	3320 Wood Ln	Bakersfield	1948	6Z	08-03
164-010-09	3229 Belle Terrace	Bakersfield	1948	6Z	08-04
<i>Various; See Appendix E</i>	Tract 1562	Bakersfield	1951-55	6Z	08-05
149-250-50	3234 Belle Terrace	Bakersfield	1952	6Z	08-06
149-250-15	3209 Mona Way	Bakersfield	1959	6Z	08-07
149-250-16	3213 Mona Way	Bakersfield	1959	6Z	08-08
149-250-09	3232 Mona Wy	Bakersfield	1947	6Z	08-09
149-250-08	3326 Mona Way	Bakersfield	1952	6Z	08-10
<i>Various; See Appendix E</i>	Tract 1579	Bakersfield	1951	6Z	08-11
149-190-08	3330 Elcia Dr	Bakersfield	1956, 1963	6Z	08-12
149-190-11	3320 Elcia Dr	Bakersfield	1963	6Z	08-13
149-190-17	3324 Elcia Dr	Bakersfield	1961	6Z	08-14
149-211-10	3400 Elcia Dr	Bakersfield	1953	6Z	08-15
149-212-10	3401 Elcia Dr	Bakersfield	1953	6Z	08-16
149-211-09	3404 Elcia Dr	Bakersfield	1953	6Z	08-17
149-212-09	3405 Elcia Dr	Bakersfield	1953	6Z	08-18
149-211-08	3408 Elcia Dr	Bakersfield	1953	6Z	08-19
149-212-08	3409 Elcia Dr	Bakersfield	1953	6Z	08-20
149-211-07	3412 Elcia Dr	Bakersfield	1953	6Z	08-21
149-212-07	3413 Elcia Dr	Bakersfield	1953	6Z	08-22
149-211-06	3416 Elcia Dr	Bakersfield	1953	6Z	08-23
149-211-05	3500 Elcis Dr	Bakersfield	1949	6Z	08-24
149-200-05	210 S Real Rd	Bakersfield	1929	6Z	08-25
149-211-04	3502 Elcia Dr	Bakersfield	1953	6Z	08-26
149-211-01	236 S Real Rd	Bakersfield	1953, 1968	6Z	08-27
149-231-18	301 S Real Rd	Bakersfield	1940	6Z	08-28
149-232-04	225 Williamson Way	Bakersfield	1954	6Z	08-29
149-232-03	217 Williamson Way	Bakersfield	1954	6Z	08-30
149-232-02	215 Williamson Way	Bakersfield	1955	6Z	08-31
149-232-14	320 S Garnsey Ave	Bakersfield	1943	6Z	08-32
149-232-08	306 S Garnsey Ave	Bakersfield	1959	6Z	08-33
149-232-01	300 S Garnsey Ave	Bakersfield	1959	6Z	08-34
149-340-10	100 Stine Rd	Bakersfield	1950, 1965	6Z	08-35
149-211-03	3504 Elcia Dr	Bakersfield	1949	6Z	09-01
008-062-17	92 Oak St	Bakersfield	1962-63	6Z	09-02
008-062-13	3050-3090 Brundage Ln	Bakersfield	1956	6Z	09-03
008-061-22	3116-3118 Verde St	Bakersfield	1954	6Z	09-04
<i>Various; See Appendix E</i>	Tract 1397	Bakersfield	1948-50	6Z	09-05
149-222-01	20 Williamson Way	Bakersfield	1964	6Z	09-06
149-222-21	3621 Stockdale Hwy	Bakersfield	1962	6Z	09-07
149-222-14	209 Williamson Way	Bakersfield	1957	6Z	09-08
149-222-15	205 Williamson Way	Bakersfield	1957	6Z	09-09
149-222-16	201 Williamson Way	Bakersfield	1957	6Z	09-10
149-222-17	125 Williamson Way	Bakersfield	1957	6Z	09-11
<i>Various; See Appendix E</i>	Tract 1938	Bakersfield	1957-60	6Z	09-12
149-221-21	195 S Garnsey Ave	Bakersfield	ca. 1930, 1950	6Z	09-13
149-221-03	3847-3849 Stockdale Hwy	Bakersfield	1961	6Z	09-13

Table 7. Properties Determined not Eligible for the National Register as a Result of the Current Study

APN	ADDRESS / NAME	COMMUNITY	YEAR BUILT	OHP STATUS CODE	MAP REFERENCE NO.
020-200-12	3808 Stockdale Hwy	Bakersfield	1960	6Z	09-14
149-221-24	30 Stine Rd	Bakersfield	1935	6Z	09-15
149-221-11	22 Stine Rd	Bakersfield	1940	6Z	09-16
149-221-12	16 Stine Rd	Bakersfield	1935	6Z	09-17
149-221-13	20 Stine Rd	Bakersfield	1956	6Z	09-18
149-221-17	3899 Stockdale Hwy	Bakersfield	1932, 1977	6Z	09-19
<i>Various; See Appendix E</i>	Stockdale Manor (Tracts 1750, 1753)	Bakersfield	1955	6Z	09-20
<i>Various; See Appendix E</i>	Tract 1530	Bakersfield	1950-54	6Z	10-01
020-150-09	3300 Palm St	Bakersfield	1956-58c	6Z	10-02
020-140-25 020-140-35 020-140-42	3231 Chester Ln	Bakersfield	1962, 1964, ca. 1968-75, 1993	6Z	10-03
020-140-06	3311 Chester Ln	Bakersfield	1950	6Z	10-04
020-130-23	3232 Chester Ln	Bakersfield	1963-64	6Z	10-05
<i>Various; See Appendix E</i>	Tract 1005	Bakersfield	1957-59	6Z	15-01
149-142-08	3990 Peckham Ave	Bakersfield	1935	6Z	15-02
149-142-19	40 McDonald Way	Bakersfield	1938	6Z	15-03
<i>Various; See Appendix E</i>	Tract 1610	Bakersfield	1952-54	6Z	15-04
149-330-03	4400 Frazier Ave	Bakersfield	1955	6Z	15-05
149-330-04	4404 Frazier Ave	Bakersfield	1955	6Z	15-06
n/a	K.C.L._Wells No. A53, D65, D66, D67, D77	Bakersfield	ca. 1950-53	6Z	16-01
n/a	Kernland Wells No 5 & 10	Bakersfield	1949, 1953- ca. 1965	6Z	17-01
n/a	Red Ribbon Ranch Wells No. 22, 31, 42	Bakersfield	1945, 1948, 1952	6Z	19-01

Table 8. Properties Determined not Historical Resources under CEQA Per CEQA Guidelines §15064.5 as they do not meet the California Register Criteria Outlined in PRC §5024.1

APN	ADDRESS / NAME	COMMUNITY	YEAR BUILT	OHP STATUS CODE	MAP REFERENCE NO.
168-141-06	929- 931 E Brundage Ln	Bakersfield	ca. 1940-51	6Z	02-01
<i>Various; See Appendix E</i>	Tract 1492	Bakersfield	1950-1951	6Z	02-02
169-031-06	122 Madison St	Bakersfield	1953	6Z	02-03
169-031-25	121 S Milham Dr	Bakersfield	1946	6Z	02-04
169-050-10	107 S Milham Dr	Bakersfield	1948	6Z	02-05
169-032-22	122 S Milham Dr	Bakersfield	1952	6Z	02-06
169-032-26	108 S Milham Dr	Bakersfield	1946	6Z	02-07
169-062-06	132 Ohio Dr	Bakersfield	1929, 1959, 1984	6Z	03-01
<i>Various; See Appendix E</i>	220 Tract 1503	Bakersfield	1949-51	6Z	03-02
011-043-05	501 Orchard St	Bakersfield	1940	6Z	03-03
011-041-08	506 Fig St	Bakersfield	1920	6Z	03-04
011-041-09	510 Fig St	Bakersfield	1924	6Z	03-05
011-048-10	616 Fig St	Bakersfield	ca. 1920s	6Z	03-06
011-046-02	621 Orchard St	Bakersfield	1963	6Z	03-07
169-092-01	201 E Brundage Ln	Bakersfield	1954	6Z	03-08
n/a	Kern Island Canal	Bakersfield	1874	6Z	04-01
011-084-04	901 Snyder Ln	Bakersfield	1955	6Z	04-02
011-060-17	123 S P St	Bakersfield	1955	6Z	04-03

Table 8. Properties Determined not Historical Resources under CEQA Per CEQA Guidelines §15064.5 as they do not meet the California Register Criteria Outlined in PRC §5024.1

APN	ADDRESS / NAME	COMMUNITY	YEAR BUILT	OHP STATUS CODE	MAP REFERENCE NO.
011-084-03	909 Snyder Ln	Bakersfield	1955	6Z	04-04
011-060-15	912 Dobrusky Dr	Bakersfield	1957	6Z	04-05
011-060-08	916 Dobrusky Dr	Bakersfield	1957	6Z	04-06
011-060-14	920 Dobrusky Dr	Bakersfield	1957	6Z	04-07
011-060-13	1000 Dobrusky Dr	Bakersfield	1948	6Z	04-08
011-083-12	1001 Snyder Ln	Bakersfield	1955	6Z	04-09
011-083-02	1005 Snyder Ln	Bakersfield	1943	6Z	04-10
Various; See Appendix E	Tract 1061	Bakersfield	1938-41	6Z	04-11
011-083-01	1011 Snyder Ln	Bakersfield	1950	6Z	04-12
011-082-05	301 S N St	Bakersfield	1946, 1947	6Z	04-13
011-082-03	1119 Snyder Ln	Bakersfield	1954	6Z	04-14
011-082-01	1129 Snyder Ln	Bakersfield	1950, 1960	6Z	04-15
011-081-01	1200 Dobrusky Dr	Bakersfield	1951	6Z	04-16
011-130-07	212 Vernal Pl	Bakersfield	1948	6Z	04-17
011-102-11	1304 Richland St	Bakersfield	1926	6Z	04-18
011-121-31	208-214 Brink Dr	Bakersfield	1946	6Z	04-19
011-102-12	1324 Richland St	Bakersfield	1925	6Z	04-20
011-102-13	1330 Richland St	Bakersfield	1924	6Z	04-21
011-102-14	1416 Richland St	Bakersfield	1930	6Z	04-22
011-122-09	209 Brink Dr	Bakersfield	1939	6Z	04-23
011-122-14	308-314 S Chester Ave	Bakersfield	1939	6Z	04-24
011-122-15	304 S Chester Ave	Bakersfield	1926	6Z	04-25
011-122-16	234 S Chester Ave	Bakersfield	1925	6Z	04-26
011-111-13	313-317 S Chester Ave	Bakersfield	1927	6Z	04-27
011-111-12	305-309 S Chester Ave	Bakersfield	1935-36, 1969	6Z	04-28
011-111-11	301 S Chester Ave	Bakersfield	1932	6Z	04-29
011-111-10	233 S Chester Ave	Bakersfield	1932	6Z	04-30
011-111-09	229 S Chester Ave	Bakersfield	1936	6Z	04-31
011-111-24	230 Haybert Ct	Bakersfield	1926	6Z	04-32
011-111-25	228 Haybert Ct	Bakersfield	1926	6Z	04-33
011-111-27	206 Haybert Ct	Bakersfield	1925	6Z	04-34
011-111-28	204 Haybert Ct	Bakersfield	1927	6Z	04-35
011-112-14	301 Haybert Ct	Bakersfield	1947	6Z	04-36
011-112-13	231 Haybert Ct	Bakersfield	1945	6Z	04-37
011-112-12	225 Haybert Ct	Bakersfield	1945	6Z	04-38
011-112-11	219 Haybert Ct	Bakersfield	1927	6Z	04-39
011-112-10	215 Haybert Ct	Bakersfield	1926	6Z	04-40
011-112-09	207 Haybert Ct	Bakersfield	1939	6Z	04-41
147-310-18	310 Houchin Rd	Bakersfield	1937	6Z	04-42
147-290-03	1819 Brundage Ln	Bakersfield	1953	6Z	04-43
147-290-02	1825 Brundage Ln	Bakersfield	1926	6Z	04-44
147-290-11	124 Houchin Rd	Bakersfield	1937	6Z	04-45
147-290-12	120 Houchin Rd	Bakersfield	1938	6Z	04-46
147-280-01	309 Houchin Rd	Bakersfield	1939	6Z	05-01
Various; See Appendix E	Tract 1010	Bakersfield	1936-52	6Z	05-02
Various; See Appendix E	Tract 1235	Bakersfield	1946-50	6Z	05-03
147-440-05	2200 Roosevelt St	Bakersfield	1956	6Z	05-05
147-240-03	2293 Brite St	Bakersfield	1951	6Z	05-06
147-240-02	2207 Brite St	Bakersfield	1956	6Z	05-07
147-240-01	2291 Brite St	Bakersfield	1953, 1965	6Z	05-08
147-210-06	2300 Brite St	Bakersfield	1951	6Z	05-09
147-210-05	2324 Brite St	Bakersfield	1951	6Z	05-10
147-210-04	2394 Brite St	Bakersfield	1950	6Z	05-11

Table 8. Properties Determined not Historical Resources under CEQA Per CEQA Guidelines §15064.5 as they do not meet the California Register Criteria Outlined in PRC §5024.1

APN	ADDRESS / NAME	COMMUNITY	YEAR BUILT	OHP STATUS CODE	MAP REFERENCE NO.
147-210-11	2331 Brite St	Bakersfield	1949	6Z	05-12
147-210-03	2396 Brite St	Bakersfield	1949	6Z	05-13
147-210-12	300 Hughes Ln	Bakersfield	1945, 1979	6Z	05-14
147-091-03	2402 Robbin Rd	Bakersfield	1951	6Z	05-15
147-091-04	2404 Robbin Rd	Bakersfield	1951	6Z	05-16
147-091-05	2406 Robbin Rd	Bakersfield	1948	6Z	05-17
147-080-03	2408 Robbin Rd	Bakersfield	1951	6Z	05-18
147-080-04	203 Judan St	Bakersfield	1950	6Z	05-19
147-080-14	205 Judan St	Bakersfield	1953	6Z	05-20
147-072-13	2530 Colton St	Bakersfield	1941	6Z	05-21
Various; See Appendix E	Tract 1402	Bakersfield	1949-54	6Z	05-22
147-060-04	313 Dixon Ave	Bakersfield	1940	6Z	05-23
147-060-02	305 Dixon Ave	Bakersfield	1957	6Z	05-24
147-053-03	209 Myrtle	Bakersfield	1949	6Z	05-25
147-053-02	205 S Myrtle St	Bakersfield	1949	6Z	05-26
147-031-07	24 Stephens Dr	Bakersfield	1963	6Z	05-27
Various; See Appendix E	Tract 1527	Bakersfield	1950	6Z	05-28
Various; See Appendix E	Olive Street Tract	Bakersfield	1950	6Z	05-29
Various; See Appendix E	Tract 1549	Bakersfield	1950	6Z	05-30
164-101-13	3400 Madrid Ave	Bakersfield	1961	6Z	07-01
Various; See Appendix E	Tract 1915	Bakersfield	1957-59	6Z	07-02
164-040-30	1117 Wible Rd	Bakersfield	1961, 1967	6Z	07-03
164-040-20	3309 Wood Ln	Bakersfield	ca. 1950s	6Z	07-04
164-040-01	3311 Wood Ln	Bakersfield	1959	6Z	07-05
164-091-08	3407 Wood Ln	Bakersfield	1959	6Z	07-06
164-010-38	3308 Wood Ln	Bakersfield	1957	6Z	08-01
164-010-18	3310 Wood Ln	Bakersfield	1946	6Z	08-02
164-010-19	3320 Wood Ln	Bakersfield	1948	6Z	08-03
164-010-09	3229 Belle Terrace	Bakersfield	1948	6Z	08-04
Various; See Appendix E	Tract 1562	Bakersfield	1951-55	6Z	08-05
149-250-50	3234 Belle Terrace	Bakersfield	1952	6Z	08-06
149-250-15	3209 Mona Way	Bakersfield	1959	6Z	08-07
149-250-16	3213 Mona Way	Bakersfield	1959	6Z	08-08
149-250-09	3232 Mona Wy	Bakersfield	1947	6Z	08-09
149-250-08	3326 Mona Way	Bakersfield	1952	6Z	08-10
Various; See Appendix E	Tract 1579	Bakersfield	1951	6Z	08-11
149-190-08	3330 Elcia Dr	Bakersfield	1956, 1963	6Z	08-12
149-190-11	3320 Elcia Dr	Bakersfield	1963	6Z	08-13
149-190-17	3324 Elcia Dr	Bakersfield	1961	6Z	08-14
149-211-10	3400 Elcia Dr	Bakersfield	1953	6Z	08-15
149-212-10	3401 Elcia Dr	Bakersfield	1953	6Z	08-16
149-211-09	3404 Elcia Dr	Bakersfield	1953	6Z	08-17
149-212-09	3405 Elcia Dr	Bakersfield	1953	6Z	08-18
149-211-08	3408 Elcia Dr	Bakersfield	1953	6Z	08-19
149-212-08	3409 Elcia Dr	Bakersfield	1953	6Z	08-20
149-211-07	3412 Elcia Dr	Bakersfield	1953	6Z	08-21
149-212-07	3413 Elcia Dr	Bakersfield	1953	6Z	08-22
149-211-06	3416 Elcia Dr	Bakersfield	1953	6Z	08-23
149-211-05	3500 Elcis Dr	Bakersfield	1949	6Z	08-24
149-200-05	210 S Real Rd	Bakersfield	1929	6Z	08-25
149-211-04	3502 Elcia Dr	Bakersfield	1953	6Z	08-26
149-211-01	236 S Real Rd	Bakersfield	1953, 1968	6Z	08-27
149-231-18	301 S Real Rd	Bakersfield	1940	6Z	08-27

Table 8. Properties Determined not Historical Resources under CEQA Per CEQA Guidelines §15064.5 as they do not meet the California Register Criteria Outlined in PRC §5024.1

APN	ADDRESS / NAME	COMMUNITY	YEAR BUILT	OHP STATUS CODE	MAP REFERENCE NO.
149-232-04	225 Williamson Way	Bakersfield	1954	6Z	08-28
149-232-03	217 Williamson Way	Bakersfield	1954	6Z	08-29
149-232-02	215 Williamson Way	Bakersfield	1955	6Z	08-30
149-232-14	320 S Garnsey Ave	Bakersfield	1943	6Z	08-31
149-232-08	306 S Garnsey Ave	Bakersfield	1959	6Z	08-32
149-232-01	300 S Garnsey Ave	Bakersfield	1959	6Z	08-33
149-340-10	100 Stine Rd	Bakersfield	1950, 1965	6Z	08-34
149-211-03	3504 Elcia Dr	Bakersfield	1949	6Z	08-35
008-062-17	92 Oak St	Bakersfield	1962-63	6Z	09-01
008-062-13	3050-3090 Brundage Ln	Bakersfield	1956	6Z	09-02
008-061-22	3116-3118 Verde St	Bakersfield	1954	6Z	09-03
Various; See Appendix E	Tract 1397	Bakersfield	1948-50	6Z	09-04
149-222-01	20 Williamson Way	Bakersfield	1964	6Z	09-05
149-222-21	3621 Stockdale Hwy	Bakersfield	1962	6Z	09-06
149-222-14	209 Williamson Way	Bakersfield	1957	6Z	09-07
149-222-15	205 Williamson Way	Bakersfield	1957	6Z	09-08
149-222-16	201 Williamson Way	Bakersfield	1957	6Z	09-09
149-222-17	125 Williamson Way	Bakersfield	1957	6Z	09-10
Various; See Appendix E	Tract 1938	Bakersfield	1957-60	6Z	09-11
149-221-21	195 S Garnsey Ave	Bakersfield	ca. 1930, 1950	6Z	09-12
149-221-03	3847-3849 Stockdale Hwy	Bakersfield	1961	6Z	09-13
020-200-12	3808 Stockdale Hwy	Bakersfield	1960	6Z	09-14
149-221-24	30 Stine Rd	Bakersfield	1935	6Z	09-15
149-221-11	22 Stine Rd	Bakersfield	1940	6Z	09-16
149-221-12	16 Stine Rd	Bakersfield	1935	6Z	09-17
149-221-13	20 Stine Rd	Bakersfield	1956	6Z	09-18
149-221-17	3899 Stockdale Hwy	Bakersfield	1932, 1977	6Z	09-19
Various; See Appendix E	Stockdale Manor (Tracts 1750, 1753)	Bakersfield	1955	6Z	09-20
Various; See Appendix E	Tract 1530	Bakersfield	1950-54	6Z	10-01
020-150-09	3300 Palm St	Bakersfield	1956-58c	6Z	10-02
020-140-25 020-140-35 020-140-42	3231 Chester Ln	Bakersfield	1962, 1964, ca. 1968-75, 1993	6Z	10-03
020-140-06	3311 Chester Ln	Bakersfield	1950	6Z	10-04
020-130-23	3232 Chester Ln	Bakersfield	1963-64	6Z	10-05
Various; See Appendix E	Tract 1005	Bakersfield	1957-59	6Z	15-01
149-142-08	3990 Peckham Ave	Bakersfield	1935	6Z	15-02
149-142-19	40 McDonald Way	Bakersfield	1938	6Z	15-03
Various; See Appendix E	Tract 1610	Bakersfield	1952-54	6Z	15-04
149-330-03	4400 Frazier Ave	Bakersfield	1955	6Z	15-05
149-330-04	4404 Frazier Ave	Bakersfield	1955	6Z	15-06
n/a	K.C.L. Wells No. A53, D65, D66, D67, D77	Bakersfield	ca. 1950-53	6Z	16-01
n/a	Kernland Wells No 5 & 10	Bakersfield	1949, 1953- ca. 1965	6Z	17-01
n/a	Red Ribbon Ranch Wells No. 22, 31, 42	Bakersfield	1945, 1948, 1952	6Z	19-01

6. PREPARERS' QUALIFICATIONS

This project was conducted under the general direction of Rand F. Herbert (M.A.T. History, University of California, Davis), a principal at JRP with more than 30 years of experience conducting these types of studies. Mr. Herbert consulted on the development of the architectural Area of Potential Effects, provided overall guidance, and edited the report. Based on his level of experience and education, Mr. Herbert qualifies as a historian/architectural historian under the Secretary of the Interior's Professional Qualification Standards (as defined in 36 CFR Part 61).

JRP Architectural Historian Toni Webb was the project manager / lead historian for this project. Ms. Webb directed research and field survey crews, data management and graphics production, preparation of the contextual statement and evaluations, as well as conducted fieldwork, research and prepared building descriptions and evaluations. Ms. Webb received a B.F.A. in Historic Preservation from the Savannah College of Art & Design and has over 12 years of experience in public history and historic preservation. Based on her level of experience and education, Ms. Webb qualifies as an architectural historian under the Secretary of the Interior's Professional Qualification Standards (as defined in 36 CFR Part 61).

JRP Historian Joseph Freeman (M.A. History, University of California, Riverside) conducted the field survey and research, prepared building descriptions and evaluations, and contributed to the historic context. Mr. Freeman has more than four years of experience in completing Section 106 reports and qualifies as an architectural historian under the United States Secretary of the Interior's Professional Qualification Standards (as defined in 36 CFR Part 61).

JRP Architectural Historian Polly Allen (M.S. Historic Preservation, Columbia University) conducted the field survey and research, and prepared building descriptions and evaluations. Ms. Allen has more than three years of experience in completing Section 106 reports and qualifies as an architectural historian under the United States Secretary of the Interior's Professional Qualification Standards (as defined in 36 CFR Part 61).

JRP Historian Scott Miltenberger (Ph.D. U.S. History, University of California, Davis) contributed to the historic context. Mr. Miltenberger has more than five years of experience in completing Section 106 reports and qualifies as an architectural historian under the United States Secretary of the Interior's Professional Qualification Standards (as defined in 36 CFR Part 61).

JRP Historian Heather Norby (M.A. History, University of California, Berkeley) conducted the field survey and research, prepared building descriptions and evaluations, and contributed to the historic context. Ms. Norby has more than three years of experience in completing Section 106 reports and qualifies as an architectural historian under the United States Secretary of the Interior's Professional Qualification Standards (as defined in 36 CFR Part 61).

JRP Research Assistants Heather Miller (M.A. Public History, California State University, Sacramento, anticipated 2013); Garret Root (M.A. Public History, California State University, Sacramento); Chandra Miller (M.A. Public History, California State University, Sacramento); David Riggs (B.A. History, Monmouth College, Illinois); Greg Rainka (M.S. Historic Preservation from the School of the Art Institute of Chicago); and Andrea Trickey (M.S. Historic Preservation from the School of the Art Institute of Chicago), assisted with research, fieldwork and preparation of the California Department of Parks and Recreation 523 forms.

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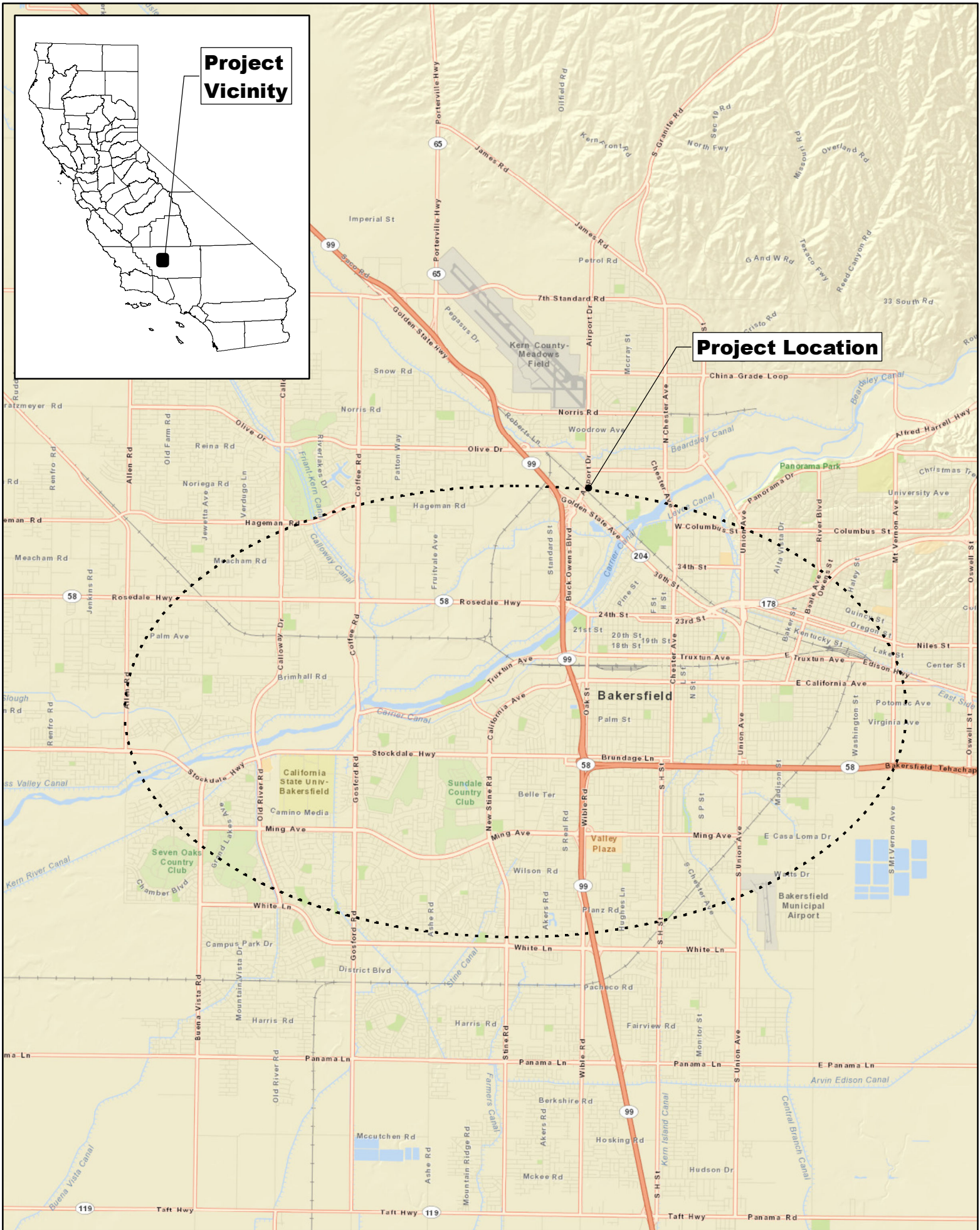
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Appendix A

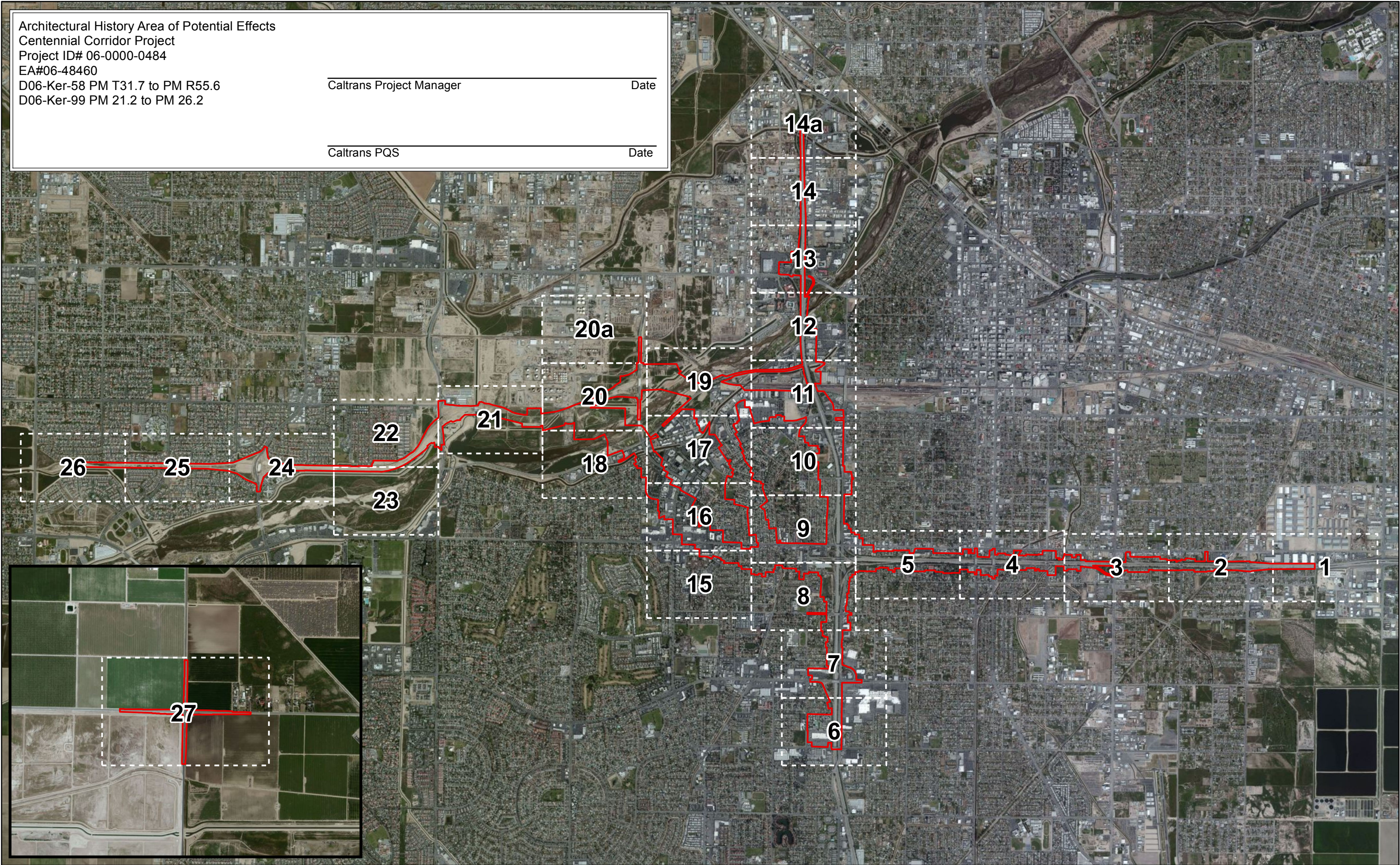
Maps



Architectural History Area of Potential Effects
Centennial Corridor Project
Project ID# 06-0000-0484
EA#06-48460
D06-Ker-58 PM T31.7 to PM R55.6
D06-Ker-99 PM 21.2 to PM 26.2

Caltrans Project Manager _____ Date _____

Caltrans PQS _____ Date _____

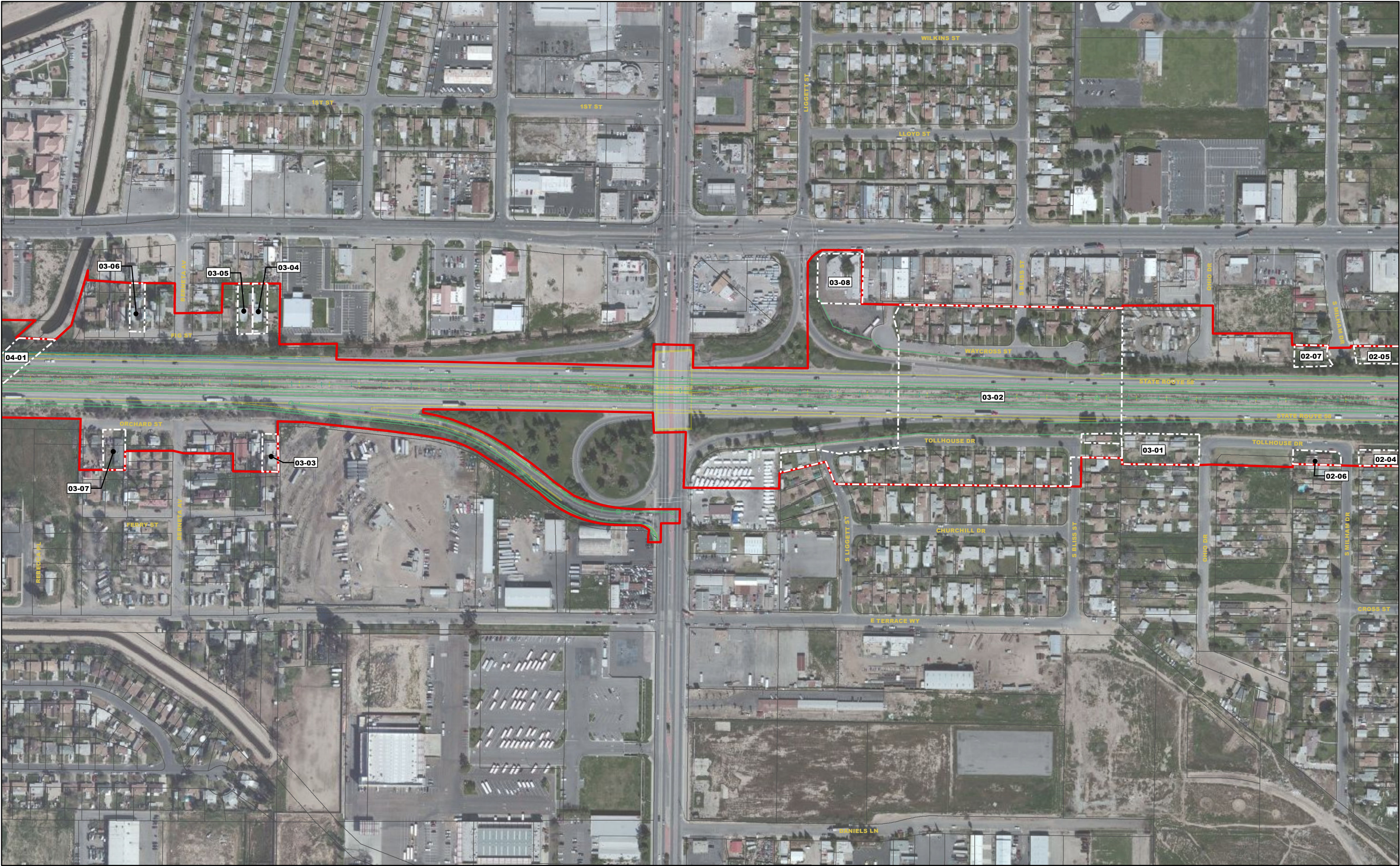




N
1 inch = 283 feet

LEGEND

- ##-## Map Reference Number
- Area of Potential Effects
- Alternative A
- Alternative B
- Alternative C
- Project Footprint

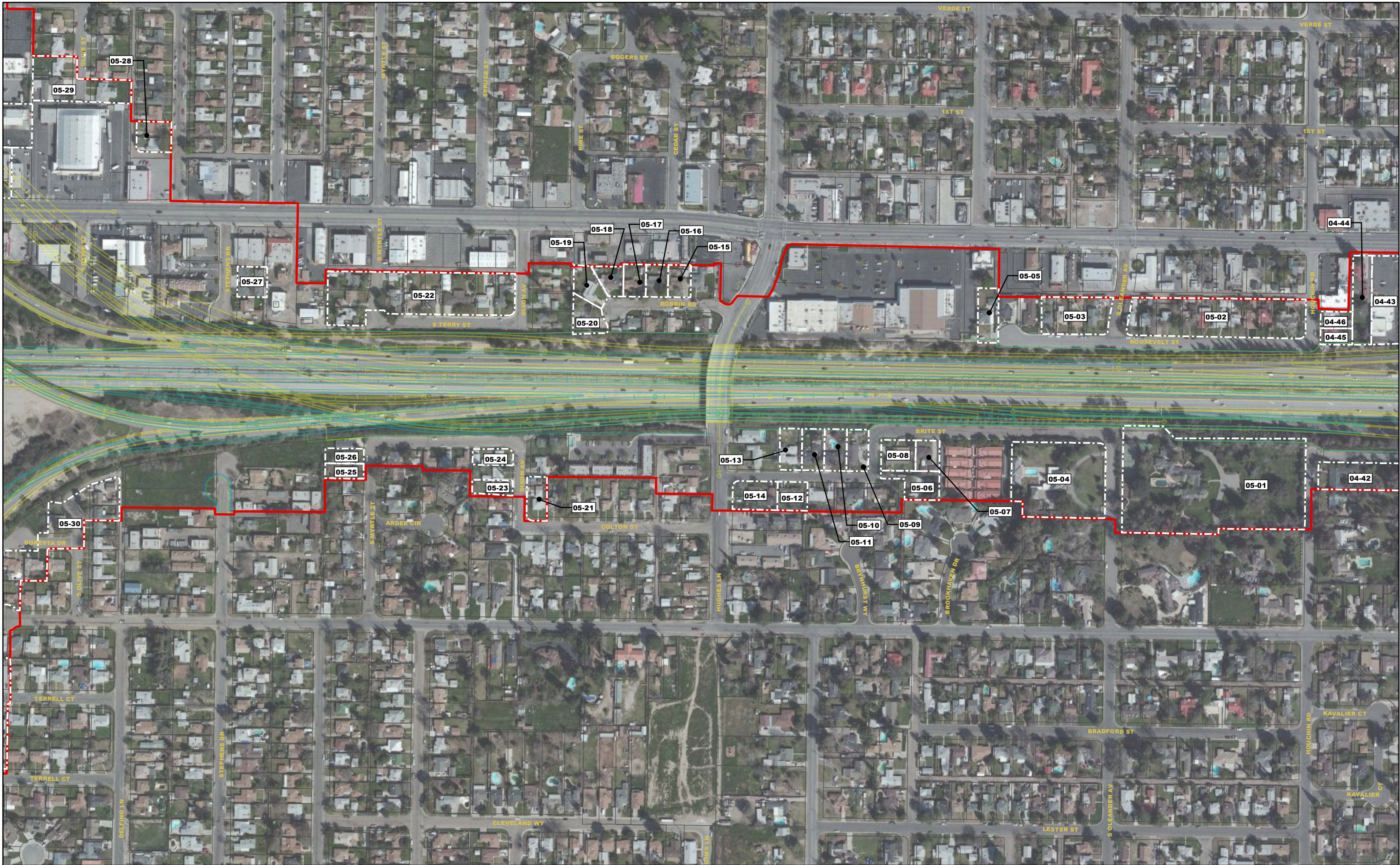


1 inch = 283 feet

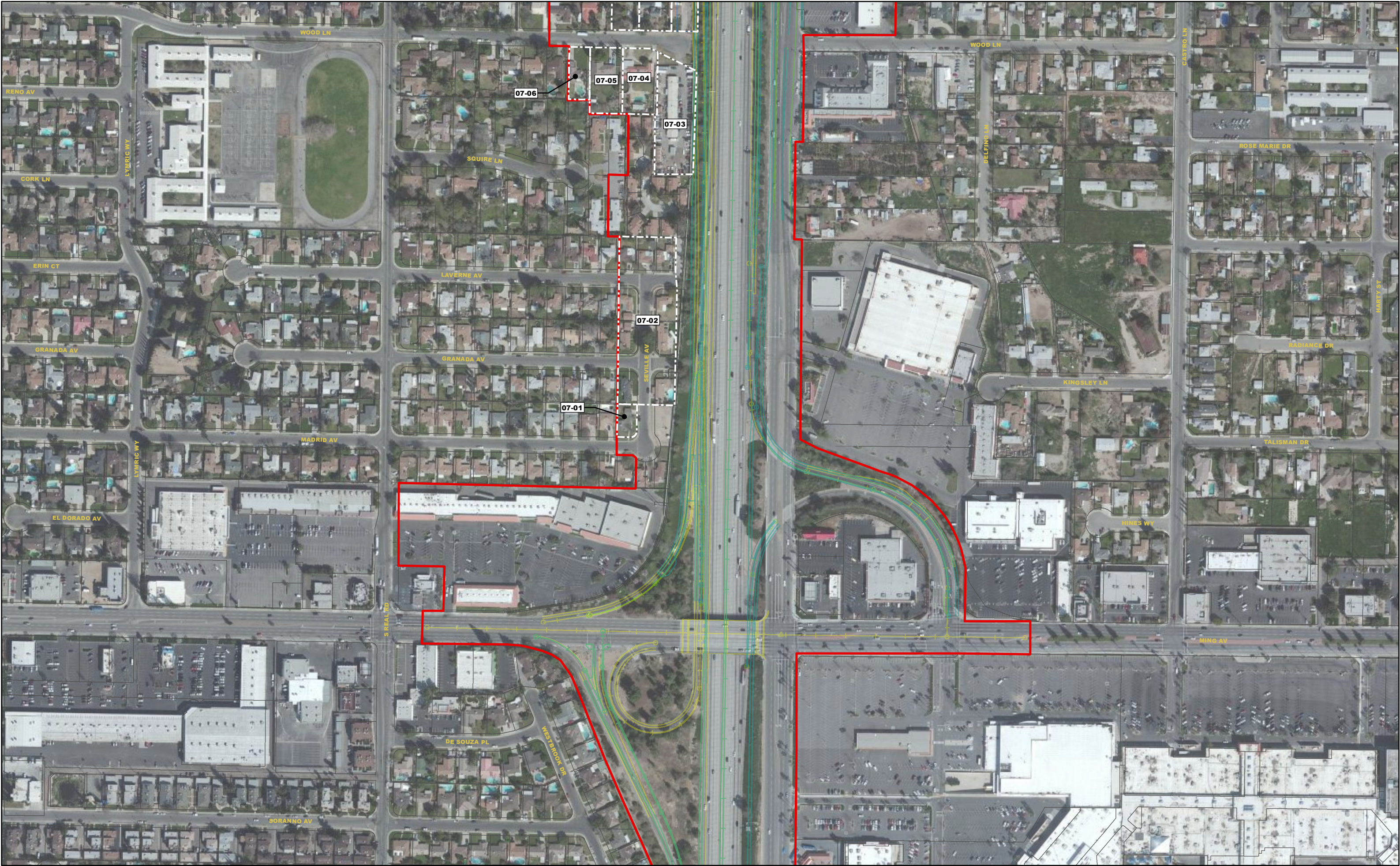
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- ##-## Map Reference Number
- Area of Potential Effects
- Alternative A
- Alternative B
- Alternative C
- Project Footprint





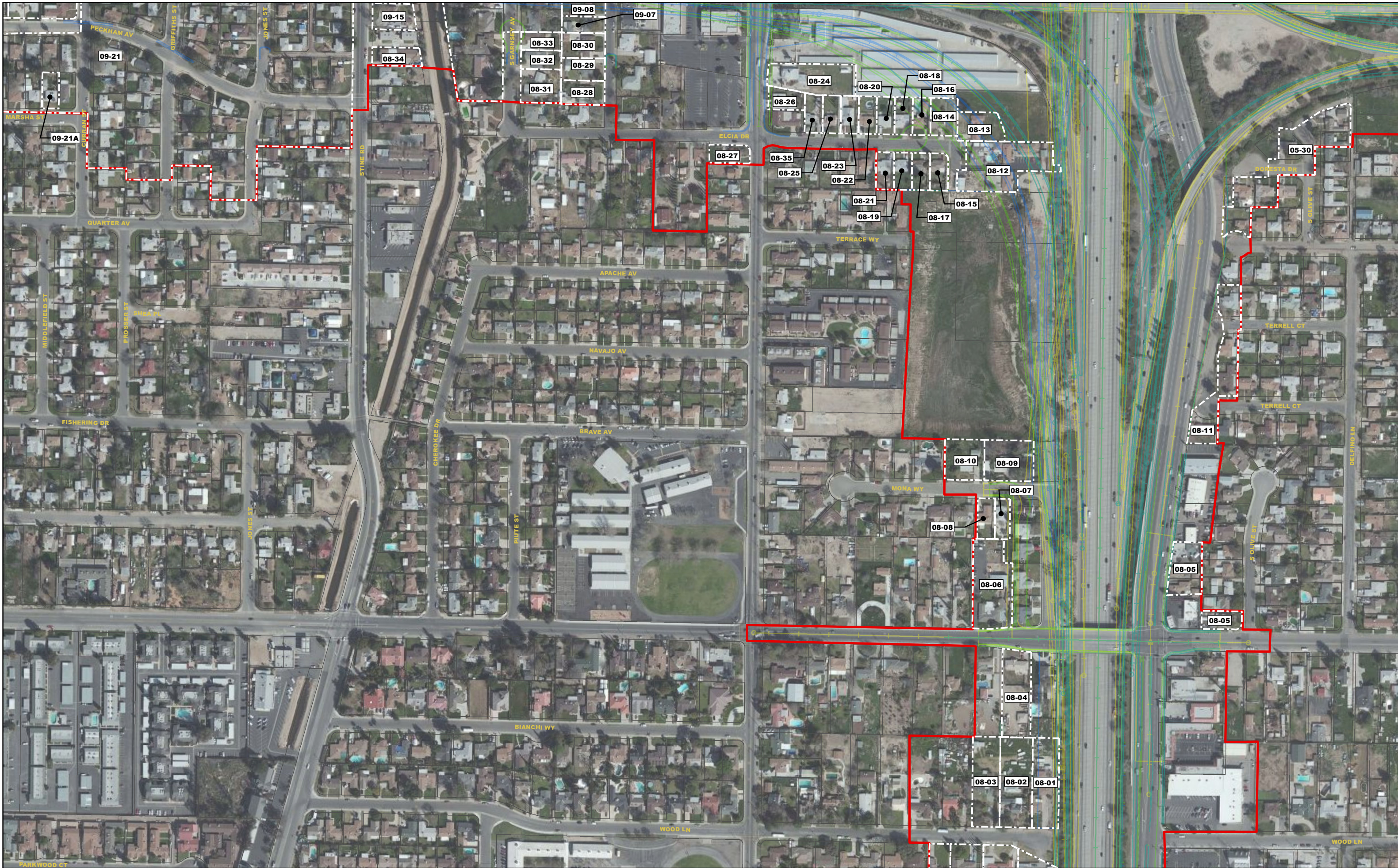




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1 inch = 283 feet

LEGEND

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N
1 inch = 283 feet

LEGEND

##-##

Map Reference Number



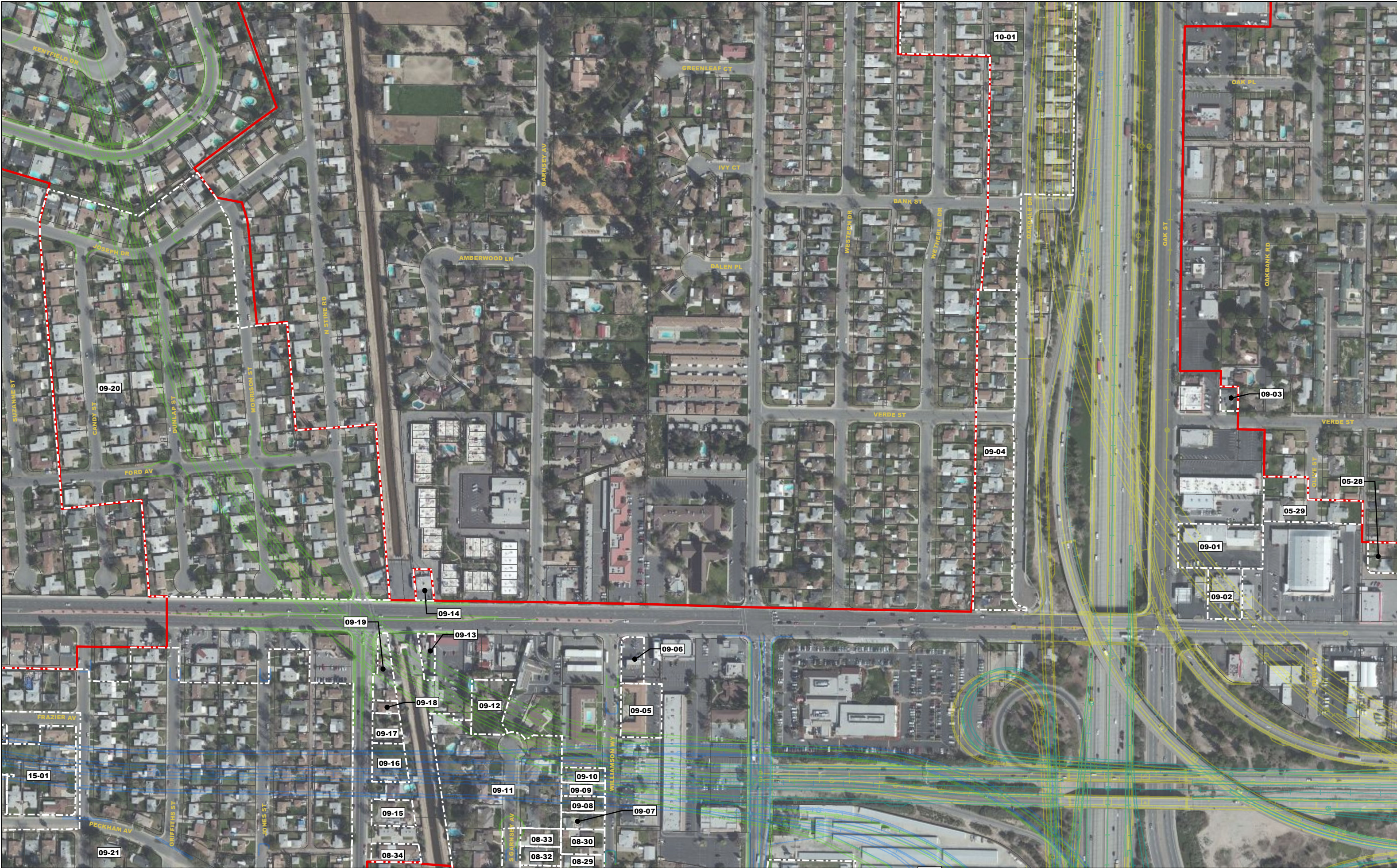
Area of Potential Effects

Alternative A

Alternative B

Alternative C

Project Footprint



N
1 inch = 283 feet

LEGEND

- ###-## Map Reference Number
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- Alternative B
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1 inch = 283 feet

LEGEND

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1 inch = 283 feet

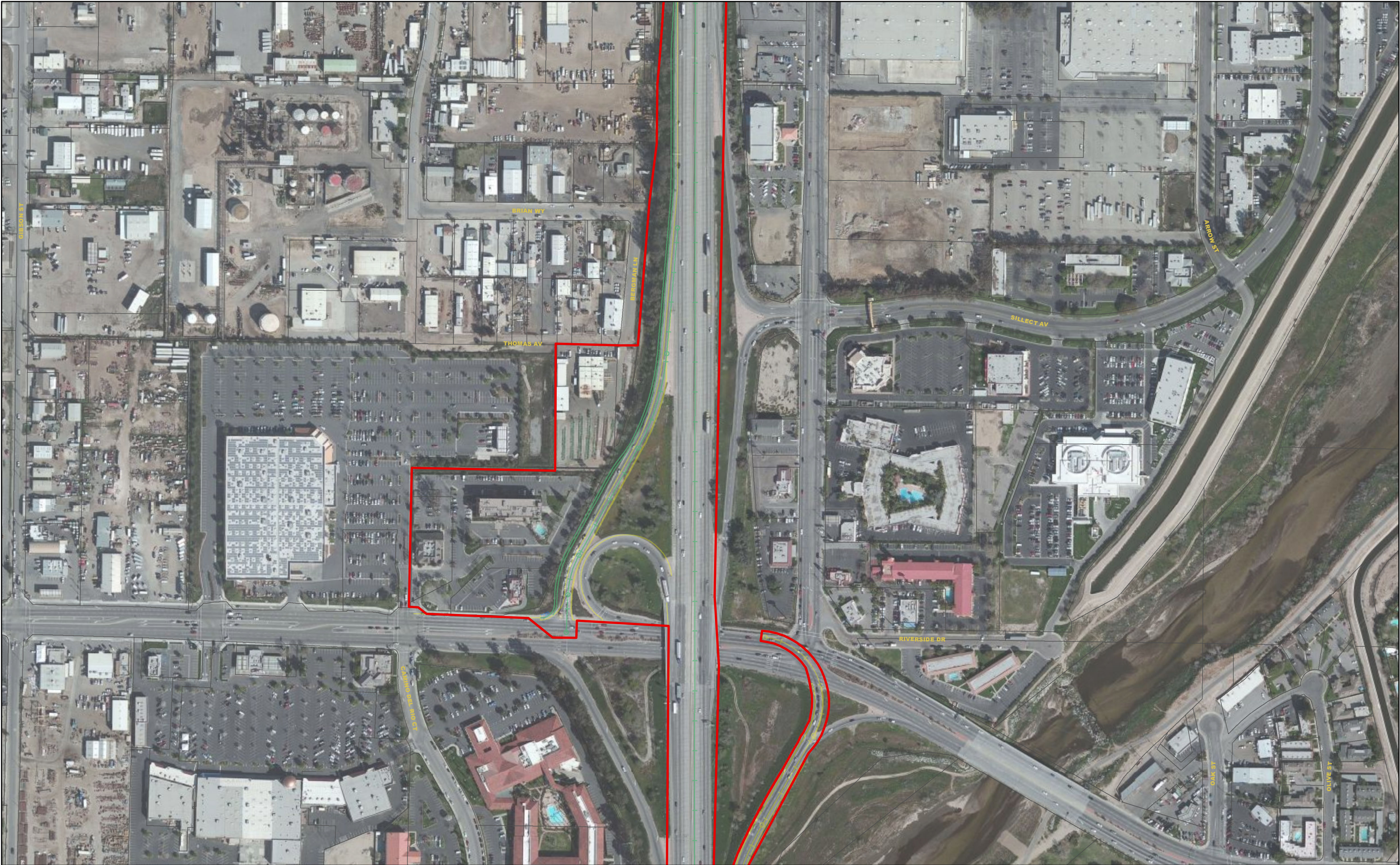
LEGEND

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LEGEND

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